

# *Ninety-Fifth Annual Report*

## **ALABAMA DEPARTMENT of TRANSPORTATION**



*From  
October 1, 2005 to September 30, 2006*

*Ninety-Fifth  
Annual Report*

**ALABAMA  
DEPARTMENT of TRANSPORTATION**

*Bob Riley*

**GOVERNOR**

*Joe McInnes*

**TRANSPORTATION DIRECTOR**

*from*

October 1, 2005 to September 30, 2006

Walker Printing  
MONTGOMERY, ALABAMA



Bob Riley  
Governor

## ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard  
Montgomery, Alabama 36110

Telephone: 334/242-6311 • Fax No.: 334/262-8041



Joe McInnes  
Transportation Director

February 2, 2007

The Honorable Bob Riley  
Governor  
State of Alabama  
State Capitol  
Montgomery, Alabama 36130

Dear Governor Riley:

In compliance with Section 23-1-35 of the Code of Alabama, 1975, the Department of Transportation's Ninety-Fifth Annual Report is submitted herewith.

Sincerely,

Joe McInnes  
Transportation Director

JM/RJJ/kh

Enclosure

## TABLE OF CONTENTS

Office of the Transportation Director .....	7
Office of Assistant Director .....	8
Office of the Chief Engineer/Deputy Director .....	8

### DEPARTMENTAL BUREAUS

Aeronautics .....	9
Air Transportation .....	12
Bridge .....	12
Computer Services .....	13
Construction .....	15
County Transportation .....	17
Design .....	17
Equipment, Procurement, and Services .....	23
Finance and Audits .....	24
Legal .....	26
Maintenance .....	27
Materials and Tests .....	34
Office Engineer .....	35
Personnel and Compliance .....	38
Public Affairs .....	42
Research and Development .....	42
Right-of-Way .....	43
Training .....	44
Transportation Planning/Modal Programs .....	46

### STATISTICAL SECTION

Department Organization .....	55
Organization Chart .....	59
Personnel and Payroll .....	60
Separations and Appointments .....	61
Separations and Appointments by Year and Type .....	62
Receipts and Expenditures for 2005 .....	63
Receipts and Expenditures for 2006 .....	64
Receipts and Expenditures for Ten-Year Period Chart .....	65
Receipts and Expenditures for Ten-Year Period Data .....	66
Receipts and Disbursements .....	67
Outstanding Bonds .....	70
Garvee Bonds .....	70
Principal and Interest Paid on Highway Bonds .....	71
Funds Expended for Construction and Maintenance .....	72
Highway Federal Aid .....	73
Construction and Maintenance Activities by Division .....	74
Road Miles under Maintenance by- Type of Surface .....	75
Maintenance Costs by Division .....	76
Paved and Unpaved Roads .....	77
Alabama National Highway System Map .....	78
Annual Vehicle Miles Traveled .....	79
Road Miles by Functional System .....	80
Grant in Aid to County Road Program .....	81
Equipment Purchases and Sales .....	83
Number of Projects and Amount Awarded .....	84
County Bridge Replacement Program .....	85
Summary of Bridge Projects Let to Contract .....	87
Total Gallons of Fuel Taxed .....	88
Natural Road Building Material Map .....	89
Mail Room Operations .....	90
Description of Alabama State Highway System .....	91
Terms of Governors and Directors .....	103



**OFFICE OF THE TRANSPORTATION DIRECTOR**

The Chief Executive Officer of the Department of Transportation is the Transportation Director. He is appointed by the Governor and serves in the office at the pleasure of the Governor.

The Director, as Chief Executive Officer, is authorized to enter into all contracts necessary to carry on highway construction and maintenance within the State. He also has the authority to enter into agreements with other States and the Federal government when necessary. The Transportation Director appoints personnel necessary to carry out the Department's operations.

Some of the Directors more specific functions are:

- Prescribe rules and regulations governing road construction, maintenance, and the placement of utilities along public highways.
- Manage organization structure, including executives, managers, staff, policy, mission, and objectives of Department.
- Determine the best method of road building for various geographical areas of Alabama.
- Designate the roads to be constructed, repaired, and maintained.
- Issue rules concerning advertisements, markers, signs, and devices along State highways.
- Provide financial assistance to individuals or businesses displaced by certain highway projects, as specified in the Federal-Aid Highway Act.
- Collect statistics relative to mileage, character, and conditions of all State roads and prepare an annual report for the Governor. Maintain a current general highway map of Alabama.
- The Transportation Director is Chairman of the Board of Directors of the Alabama Industrial Access Road & Bridge Corporation.
- The Transportation Director is also a member of the following boards and commissions:
  - American Association of State Highway and Transportation Officials Board of Directors
  - Southeastern Association of State Highway and Transportation Officials Board of Directors
  - Alabama Highway Authority
  - Alabama Highway Finance Corporation
  - Alabama Scenic Byways Approval Committee
  - Coosa Valley Development Authority
  - Federal Aid Highway Finance Authority
  - Homeland Security
  - Federal Aid Highway Finance Authority
  - Alabama Industrial Access Road and Bridge Authority
  - Governor's Task Force on Development of Economically Distressed Counties
  - Southern Rapid Rail Transit Commission
  - State Safety Coordinating Committee
  - Tombigbee Valley Development Authority
  - Tourism and Travel Advisory Board

## OFFICE OF ASSISTANT DIRECTOR

The Assistant Transportation Director assists the Transportation Director in performing the duties of his office. The specific responsibilities of the Assistant Transportation Director are assigned by the Transportation Director. Current specific assigned responsibilities include oversight management of compliance with the Consent Decree in the *Reynolds vs. McInnes* lawsuit and supervision of the functions of the Legal Bureau, the Personnel and Compliance Bureau, and Government Relations.

## OFFICE OF THE CHIEF ENGINEER/DEPUTY DIRECTOR

The position of Chief Engineer within the Alabama Department of Transportation was created by the State Legislature (ACTS 1959, No. 497; 1969, No. 506). The position is filled by appointment of the Transportation Director with approval of the Governor. The appointment is subject to approval by the State Board of Registration for Engineers and Land Surveyors.

The duties of the Chief Engineer include the administration of the technical phases of the organization and coordination of the total state transportation program. The Chief Engineer signs the title sheets of all plans let to contract by the Alabama Department of Transportation. The duties of the Chief Engineer shall be subject to and under the control and supervision of the Transportation Director.

There are four Assistant Chief Engineers who work with the Chief Engineer to more properly respond to the Transportation Director. The Chief Engineers Office directs Departmental activities in the areas of Administration, Pre-Construction, and Operations in the Central Office and throughout the nine Division Offices.

The specific duties of the Chief Engineers include the following:

1. Respond to the directions of the Transportation Director as necessary.
2. Coordinate with the Assistant Chief Engineers, the Bureau Chiefs, and Division Engineers in establishing and carrying out Department policy and procedures.
3. Establish priorities for expenditure of funds to ensure a balanced transportation program.
4. Coordinate with the Federal Highway Administration on engineering design policy, construction specifications, and financial matters, and direct the Department staff to ensure compliance with these criteria and financial management of the Federal program.
5. Sign the title sheets of contract plans let by the Department.
6. Meet with citizens and local public officials on issues of mutual concern.
7. Consult with representatives of private industry on matters of mutual concern.
8. Coordinate matters of mutual concern with elected and appointed officials of other States and of various national organizations.
9. Review day-to-day correspondence, including matters pertaining to budgets and other financial matters.
10. Represent the Department in activities involving other States, the American Association of State Highway & Transportation Officials (AASHTO), and the Southeastern Association of State Highway & Transportation Officials (SASHTO) as necessary.
11. Coordinate the development of the Department's Construction Program through development of the Five-Year Plan.
12. Present contracts to the Contract Review Permanent Legislative Oversight Committee and respond to member questions.
13. Coordinate the Industrial Access Program and advise the members of the Industrial Access Authority on matters of engineering eligibility.

Bureaus and Divisions report to the Chief Engineer either directly or through Assistant Chief Engineers.



## **BUREAU OF AERONAUTICS**

The Aeronautics Bureau was established by state law within the Alabama Department of Transportation in May 2000. Prior to this date, the Aeronautics Bureau operated as the Alabama Department of Aeronautics under the authority of a seven-member commission appointed by the Governor and a director chosen by the commission and approved by the governor.

The Alabama Aeronautics Bureau focuses on three broad programmatic areas: (1) airport system planning and development; (2) promoting airport safety and security; and (3) inspecting and licensing airports to assure that airport facilities meet certain minimum standards of safety and design. The bureau serves the aviation community and the general public by assuring that aviation fuel taxes and other supplemental revenues are spent on projects that will preserve and improve Alabama's air transportation system. Ensuring the long-term viability and safety of Alabama's airport system is considered essential for the state's economic growth.

### **Organization**

The Alabama Aeronautics Bureau carries out its policies and programs with a staff of nine (9) employees. In addition to the Chief of Aeronautics, the bureau is comprised of an Aeronautics Manager who is primarily responsible for integrating the airport planning function with that of the airport inspection function. Other bureau personnel include an office manager, one (airport planner) three airport inspectors, one airport engineer and one accountant. The Aeronautics Bureau operates a Beech craft Baron Aircraft in support of its airport inspection responsibilities and to meet with local officials throughout the state to assist with the planning and development of their airport facilities.

Since its move into the Alabama Department of Transportation, the Aeronautics Bureau has undergone a major transformation in the role it serves in the development of Alabama's system of six commercial service and 78 general aviation airports that are owned by various cities, counties and airport authorities. The law that established the Aeronautics Bureau within the Transportation Department also authorized the bureau to act as the "channeling" agent for the application, receipt and disbursement of federal airport improvement program funds. This "channeling" authority has enabled the Aeronautics Bureau to better coordinate and synchronize its airport improvement grant program with that of the Federal Aviation Administration. Since May of 2000, the Aeronautics Bureau has "channeled" approximately \$100 million in federal airport improvement funds to the state's general aviation airports.

### **Revenues and Expenditures**

The Bureau of Aeronautics has two (2) separate and dedicated funds from which it operates. These revenue sources include: (1) the Airport Development Fund (ADF), and (2) the Surplus Military Fields Fund (SMFF).

**Airport Development Fund.** Revenues deposited into this fund are generated by the State-levied tax on the sale of aviation fuels. The excise tax imposed on aviation fuel and jet fuel are the only revenue sources provided by the State of Alabama for the Bureau of Aeronautics' airport improvement program and its operating budget.

During the 2005-2006 fiscal years, the tax for aviation fuel was .027 cents per gallon and the jet fuel rate was .009 cent per gallon. The State collected aviation/jet fuel tax receipts in the amount of \$546,311 for the year. Compared to the previous year, fuel tax receipts decreased by approximately \$121,344 for 2005-2006.

Under Alabama law, aviation and jet fuel tax revenues are capped at \$600,000 annually. If collections for a given fiscal year fall below \$550,000, the tax rates are adjusted upward for the next fiscal year. If collections for a given fiscal year exceed \$650,000, the tax rates for the next fiscal year are adjusted downward. The Alabama Department of Revenue is responsible for making the annual tax rate adjustment.

**Surplus Military Fields Fund.** All amounts deposited into this fund are generated from the surplus military fields that are either previously owned by the Alabama Department of Aeronautics or currently owned by the Department of Transportation. Following World War II, the Federal government transferred ownership of a small number of primary and auxiliary airfields to the Alabama Aeronautics

Department. Currently, the Department of Transportation owns and operates St. Elmo Airport located in south Mobile County. Also, the Department continues to own two former auxiliary airfields in Lawrence County that no longer serve as airports. These two sites are leased for agricultural purposes with the lease proceeds being used to support the bureau's airport improvement grant program.

At the end of fiscal year 2005-2006, the Surplus Military Fields Fund had a market value of approximately 9.0 million dollars in principal invested in various interest-yielding instruments. Interest earned in FY-2006 amounted to \$178,246. The interest generated by the Department's investment portfolio is used as matching grants for capital improvement project grants made to airports that qualify for this money. To qualify for a grant from the Surplus Military Fields Fund, the airport and its proposed project must meet certain criteria set by the Federal Aviation Administration (FAA). Because the principal and interest of this fund is derived from former Federal property, the spending of these funds must comply with strict requirements prescribed by the FAA.

### **Airport Improvement Grant Program**

One of the two main functions of the Bureau of Aeronautics is to provide State-matching funds to the State's publicly owned, public use airports for planning and capital improvements to their airfield facilities. The Bureau's staff works closely with the cities, counties, and local airport authorities that operate the State's 78 general aviation airports and six (6) commercial service airports to plan and fund capital improvements for their facilities.

During fiscal year 2005-2006, the Alabama Department of Transportation approved grants to 43 different airports from both the Airport Development Fund and the Surplus Military Fields Fund. Grants in the amount of \$864,596 were made on airport capital improvement projects from both funds primarily for the purpose of matching federal funds for airports through the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP). Under the current federal AIP, the FAA will fund 95% of an eligible airport improvement project and the local airport owner is responsible for the remaining five percent (5%) match. In turn, the local airport owner can request a state matching grant for one-half of its matching obligation, or two and one-half percent (2.5%) of the total project cost.

During the 2005-2006 fiscal year, the FAA issued a total of \$49.3 million in grants to airports within the state of Alabama. Of this total, \$30.2 million was split between the six commercial service airports in Birmingham, Huntsville, Mobile, Montgomery, Dothan and Muscle Shoals. The remainder, or \$19.1 million, was issued in grants to 43 of Alabama's general aviation airports. The combined federal and state funds contributed to a variety of airport improvements, including land acquisition for safety compliance, runway extensions, runway resurfacing projects, runway or taxiway lighting projects and the construction of hangars or airport terminal buildings.

### **Airport Inspection and Licensing Program**

Inspecting and licensing the State's public and private use airports is the second major function of the Bureau of Aeronautics. All landing areas (airports, heliports, etc.) in the State of Alabama are required by law to be licensed by the Alabama Department of Transportation with the exception of personal use facilities. A personal airfield does not require an airport license and does not have to meet any minimum standard for safety. However, no pilot can operate an aircraft into or out of a personal use facility except the owner of the facility or a member of the owner's family. Licensed landing areas are divided into two broad categories, public use and private use.

It is the statutory responsibility of the Bureau of Aeronautics to conduct annual inspections of all licensed airports for the purpose of assuring that they are maintained in a safe condition and meet the minimum safety standards of the Department of Transportation. Any item affecting aviation safety or not meeting the minimum standards of the Department found during inspection is brought to the attention of the owner/manager. If items affecting safety or violating the minimum requirements are not corrected in a timely fashion, the airport license can be withheld or withdrawn until the items are corrected.

Presently, Alabama has 88 licensed public use airports and 53 licensed private use airports. Of the 88 public use airports, 85 are publicly owned and 3 are privately owned and open to the public

without restriction. There are 81 licensed hospital and emergency heliports and industrial heliports. Additionally, 14 airports are operated by the U.S. government as military airfields.

Site inspections are made of locations for proposed new airports and heliports. Approval by the Department of Transportation is required by law prior to the acquisition of land or construction of publicly owned facilities or privately owned landing areas that will be open to the public. This procedure is to assure that the property and its use will conform to minimum standards of safety and will serve the best interests of the public. Site inspections are also made at non-personal use, privately owned facilities as the first step of the licensing program.

### **Obstructions to Air Navigation**

The staff of the Bureau of Aeronautics also reviews "Notices of Proposed Construction" for tall structures. Structures such as cell phone towers or high-rise buildings are evaluated to determine if their construction will result in a hazard to air navigation. The purpose of this review process is to identify structures that will pose a hazard to air navigation and to protect the airspace in the vicinity of airports.

### **Alabama Statewide Airport System Plan**

In 2000, the Bureau of Aeronautics initiated a comprehensive update of the State's airport system plan, which was last revised in 1989. The plan, which focuses on the state's publicly owned airports, was funded by a 90 percent matching grant from the Federal Aviation Administration. The overall goal of the plan was to identify a State airport system that enhances the opportunities for local, regional, and statewide economic development.

The plan was completed in two major phases. The first phase identified the existing and potential functional role of each airport within the State. An economic impact study of each airport and the State airport system was included in the first phase of the plan. The economic impact study determined that the State's 84 publicly owned airports produces an economic output of \$4.7 billion and supports 73,139 jobs with a total payroll of \$1.8 billion annually. In addition, the study revealed that for every dollar invested in the Alabama airport system a total of \$163 is returned to the State's economy. The findings of the economic impact study has been published and communicated in several ways. First, each city, county or local airport authority that operates a public airport was provided with a report summarizing the economic benefits in terms of jobs and dollars that the local airport generates within its community. Second, the economic benefits of Alabama's airports were told by a multi-media production that was distributed to local elected and economic development officials throughout the State. This production was made available in videotape, compact disk, or digital video disk (DVD) formats. The purpose of this production was to promote airports and to inform the public about the economic impact of airports in their communities and throughout the State.

The second and final phase of the airport system plan was completed in 2005. This phase involved the development of detailed capital improvement plans that are needed to preserve and further improve the State's airport infrastructure. The plans were prepared in close coordination with those airports that were identified in Phase 1 as being critical for the State's economic growth.

### **Airport Security**

During the closing days of fiscal year 2005, the Aeronautics Bureau announced a new policy that is intended to enhance security awareness at our state's general aviation airports. To remain eligible to receive state funding assistance for airport improvements offered by the state after January 1, 2006, the operator of each publicly owned general aviation airport in the state must prepare and implement a written security plan that is consistent with the Security Guidelines for General Aviation Airports published and released by the U.S. Transportation Security Administration in May 2004. The written plans must be on file in the Aeronautics Bureau for airports to receive a state issued airport improvement grant after January 1, 2006. The purpose of this policy is to better focus awareness on the need to increase security measures at our general aviation airports and to better protect both public and private property from theft and vandalism. The policy was prompted by a recent series of thefts and aircraft break-ins that culminated in an aircraft being stolen from an Alabama airport and taken for a "joy" ride by a non-pilot teenager.

## **BUREAU OF AIR TRANSPORTATION**

The Bureau of Air Transportation has the task of providing safe and expedited air travel of State Authorized personnel. Equipment currently being operated by the Bureau: one business jet (CE550).

The Bureau of Air Transportation hangar facility is located at 4545 Hangar Court, Montgomery, AL 36108.

## **BUREAU OF BRIDGES**

The Bureau of Bridges is responsible for the structural design and analysis of all structures used on Alabama's Highway System. There are 55 employees engaged in site inspections, preliminary layout and location studies, structural design and analysis, detailed plans preparation, checking, and fabrication inspection. An Administrative Section, four Bridge Design/Detail Sections, one Checking Section, and a Fabrication Inspection Section handle these activities.

The Bureau of Bridges performs structural design and analysis for highway bridges, pedestrian overpasses, overhead sign structures, highway lighting supports, and box culverts for new construction. In the area of maintenance and rehabilitation, designs and plans are provided for repair and rehabilitation of bridges that are structurally deficient or functionally obsolete.

Assistance is provided on request to Alabama's County and City Engineering Departments in their bridge design and plans preparation. This involves site inspections, design, plan preparation, review of plans, and other assistance as requested. Assistance is also provided on structural analysis as requested in rating of existing bridges as to load carrying capacity and structural analysis and design support for a bridge load test program for posted bridges.

This Bureau coordinates and reviews designs and plans prepared for the State by consulting engineering firms on all bridge projects and has the responsibility of reviewing and approving shop drawings for precast prestressed concrete and structural steel components of highway bridges. The structural steel fabrication inspection section provides shop inspection for quality assurance in fabrication of all structural steel members for highway projects.

During fiscal year 2006, construction plans were completed and let to contract for 21 projects consisting of 36 bridges. Nineteen (19) projects were let in U.S. Customary Units with 34 bridges and had a total structure length of 13,269 feet, a total area of 592,489 square feet, at a total bid cost of \$53,976,427 with an average square foot construction cost of \$91. Two (2) projects were let in Metric Units with 2 bridges and had a total structure length of 168 meters, a total area of 2,157 square meters, at a total bid cost of \$3,401,871 with an average square meter construction cost of \$1,577.

This Bureau is heavily involved in several construction projects with shop and fabrication drawing review, shop inspection, and resolution of conflicts. These projects include the north approach bridges for Patton Island in Lauderdale County, inside widening of bridges on I-65 over the Alabama River in Montgomery County, bridges for lane addition on U.S. 80 between Bellamy and State Route 28 in Sumter County, bridges on U.S. 98 between the Mississippi state line and Wilmer in Mobile County, emergency repairs for structures that were damaged during Hurricane Katrina, and a bridge replacement on S.R. 229 over Tallapoosa River in Macon and Elmore Counties.

The Bureau of Bridges provides structural design assistance to Bureaus of Design, Maintenance, Construction, County Transportation, and the nine Divisions as requested.

A tabular summary of the bridge projects let to contract from October 1, 2005 to September 30, 2006 can be found in the statistical section of this report.

## BUREAU OF COMPUTER SERVICES

The Bureau of Computer Services provides data processing services for the various functions of the Department of Transportation. The major areas of services are: (1) Engineering - bridge design, roadway design, geometries, graphics, interactive graphics, etc.; (2) Planning - cash forecasting, statistical and analysis type management systems (including CPMS, Site Manager, Transport, and many other AASHTO Software packages), etc.; (3) Accounting - payroll, personnel, accounts payable, etc.; (4) Secretarial word processing; (5) Technical Support; (6) Network Operations; (7) Telecommunications and (8) Customer Support hardware and software acquisition, hardware and software distribution, application support for the Equipment Bureau, provides computer training facility for various Departmental application, etc.

A client/network desktop environment has been implemented to provide computer and network capability to all Bureaus, Divisions, and Districts of the Department of Transportation and FHWA, as well as project offices, counties, and some cities in Alabama. This network provides:

(1) Client/Network data connectivity throughout ALDOT (2) application services and support (3) the exchange of data and documents on all PCs and/or the mainframe computer, (4) the execution of stand-alone and network based programs on any PC, (5) the execution of mainframe computer programs from any PC, (6) electronic mail capability throughout the network, and (7) secure Internet capabilities to the entire ALDOT network. Internet and Intranet Web sites have been set up and are maintained to facilitate the dissemination of appropriate Department of Transportation information to both employees and the public. Our Internet service is now being provided through Bell South and Information Service Division.

VPN, Broadband, and Dial-up capabilities have been set up for project offices, counties, and cities for various specific applications.

An Interactive Graphics System is in use serving the Bridge Bureau, the Design Bureau, the Right-of-Way Bureau, the Mapping Section of the Transportation Planning Bureau, Materials and Tests, and all nine Divisions.

A State-of-the-art communication network is currently in use in all Divisions and the General Office Complex to provide connectivity such that each device can communicate with every other device on the network and to the Internet.

The Telecommunications Section supports all telephone equipment, digital radios, and video conferencing. Currently we have twelve centers for video conferencing capabilities.

The Customer Support Section is instrumental in researching, developing, and making recommendations regarding computer hardware and software standards for the Department. This Section also handles the acquisition and distribution of computer hardware, standard Departmental software, computer supplies, and peripherals for the Department's Central Office and nine Division locations. This section is also responsible for monitoring licensing for various PC based software applications used throughout the Department.

Each county engineer's office has been equipped with personal computer equipment that has the capability of communication with the mainframe computer. A server back-up system has been implemented using IBM's TSM Software.

An automated tape management system has been purchased for disaster recovery for the IBM and CADD environment. This solution is also in place to provide backup services to additional defined data resources within ALDOT. This equipment will allow us to perform backups in an unattended mode at nighttime when the machine would normally be idle. It will also free the computer operators so their time may be utilized more efficiently during normal business hours.

Software, which manages DASD on the IBM Mainframe, has been installed. This software will archive datasets that have not been accessed in a reasonable time to a cheaper storage media. The mainframe has been replaced with a larger, faster model. In anticipation of future demands for mainframe resources, mainframe memory was increased by 64 megabytes (bringing the total to 256) so that the user will not experience delays in response time. Training is being done on a continuing basis to keep users informed of the rapidly changing computer capabilities. The percentage of our workload dedicated to training continues to increase. E-learning is now available for Department employees to utilize for training.

A new system (PeopleSoft) is fully implemented to handle personnel issues such as training, worker safety, recruiting, hiring, promotions, demotions, etc., and EEO statistics, and to meet the demands of requests for reports. Since its implementation, other demands required have formed the need to create a new Personnel System which has been approved and is scheduled to be implemented by summer this year.

The Bureau of Computer Services continues to seek ways to better serve the Department of Transportation through both the enhancement of existing hardware and software systems and the acquisition and development of new systems.

### **Governance**

The CSB is directly under the ALDOT Assistant Chief Engineer, Administration and is assisted by the following groups:

- Data Management Board
- CADD Users Group
- Engineering and Administrative Users Group
- Internet Implementation Committee
- Technical Advisory Group

In addition, the Examiners of Public Accounts, State Auditor and the Finance Department review and approve the financial procedures and inventory processes utilized by the information systems of the Department.

### **Budget**

FY 2005-2006

3.0M Regular payroll

5.1M Professional services and maintenance contracts

0.9M Utilities (telephone lines)

10.5M Equipment and software purchases

19.5M total

### **Current Projects (Major projects)**

CPMS enhancements including ROW and ADEM requirements

Design/implementation of the Comprehensive Equipment Management System (CEMS) to replace Protégé, ECID, and Account Master and other Equipment Systems

Storm Water Permits

Redesign of Payroll into CPMS Application

Design/implementation of Civil Rights Management System (CRMS)

Design/implementation of the new Budget Management System in CPMS

Automate the current manual interface with FHWA

GIS Deployment

Concrete Placement and Testing

SMS Equipment Management System

Disaster Recovery/Contingency Planning

Records Retention Implementation

Site Manager

PowerBuilder 10.5 upgrade

Human Capital Management (HCM) system to replace the PeopleSoft system and include reconciliations with GHRS, and Department of Public Safety for valid Licenses, and new FMLA Policies and Procedures

Wireless network deployment

Secure and Defined Network Standardization

Traffic Monitoring System

ABIMS Executive Reporting System



ABIMS Optimization System  
One View (enhanced) Document Management System  
Sign Logo Inventory System  
Traffic Sign Inventory System  
Bus Management System

### **Future Projects**

Archival of Departmental records  
Remote site operations for backup capabilities including mainframe and network services  
Expansion of electronic commerce applications  
Continued Wireless and Secure Network initiative  
Design an all encompassing Personnel System  
Project Wise Software Pilot  
Convert CMS (Content Management Server) to SharePoint for internet/intranet web design and management  
CPMS Enhancements  
Consultant Management Man Day Estimate  
Design/implementation of additional CEMS subsystems  
Civil Rights Management System  
PowerBuilder 10 upgrade & implementation of Star Team  
Maintenance Management System Rewrite  
Development of Software Support group within Customer Support Section to include basic training of various office automation applications as well as provide assistance to Department personnel when questions arise

### **BUREAU OF CONSTRUCTION**

The Bureau of Construction is organized with a Roadway Section, a Bridge Section, a Specifications Section, a Plans Review Section, a Special Projects Section, an Environmental Construction Section, and a Clerical Section.

This Bureau is responsible for furnishing technical advice to the Divisions and for general supervision of all contract construction work. One major objective is to promote statewide uniformity in interpretation and implementation of the contract requirements.

The Construction Bureau serves in an advisory capacity to other Bureaus prior to award of a project. After award, the other Bureaus serve in an advisory capacity to the Construction Bureau.

The Construction Bureau is responsible for continually updating the Department's Standard Specifications and is responsible for the preparation of Supplemental Specifications and Special Provisions for contract proposals. The Construction Bureau is also responsible for publishing and maintaining the Department's Construction Manual.

Plans for the projects funded with State and/or Federal monies are reviewed by the Bureau prior to lettings to determine constructability and insure specification coverage. The contract time is also set by this office.

After construction begins on a project, the primary function of the Bureau is to solve problems which arise during construction. The Construction Engineer must recommend and/or approve all change requests, supplemental agreements, time extensions, contractor claims, final estimates, and other matters related to the administration of the contract.

The Construction Bureau manages the AASHTO construction management software product, Site Manager. ALDOT, along with twenty-three other state transportation agencies in the USA, are utilizing this software.

Approximately ninety-eight percent (98%) of the Department's construction project offices have implemented the use of this software that includes the Daily Work Report (DWR) and Diary Modules. The Construction Bureau's goal is to have one hundred percent (100%) construction project office implementation by January 2008. This shall maximize our effectiveness throughout the state.

The Estimates Module of Site Manager has been developed and is scheduled for release in March 2007. This module will expedite the contractor payment process and reduce cost to the Department.

To answer one of the requests of the users of Site Manager, an ALDOT customized software program, SiteReporting, has been developed and is being used to produce a variety of required reports with minimum user effort and time.

The Construction Bureau has been delegated with the responsibility for all contract administration issues for the Department's Disadvantaged Business Enterprise (DBE) Program. This embodies from the time of the project letting until the final acceptance of the project.

During this year, our staff worked with the Department's DBE Program Administrator and the *Bid Express* software developer to create the *Small Business Network*. *Bid Express* is a web-based bidding information service developed exclusively for the road construction industry. It is used by 23 state transportation agencies in the US, including ALDOT. The *Small Business Network* is a function in *Bid Express* for DBEs, prime contractors, subcontractors, and vendors to solicit and exchange quotes electronically regarding upcoming bid projects. The use of this technology allows greater access and involvement in the bid letting process and should save contractors time and money, which the Department should see reflected in future contract bid prices. The Department is providing this service to its certified DBE contractors. Our goals for its usage are that it will help to remove barriers in the participation of DBEs in DOT-assisted contracts, assist in the development of firms that can compete successfully in the marketplace outside the DBE program, produce an increase in DBE participation in DOT-assisted contracts; provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs, and aid in meeting the overall annual DBE goal using Race Neutral means as outlined in the Code of Federal Regulations (49 CFR Part 26.51). The Construction Bureau is responsible for processing contractor notices of intent and claims in accordance with Article 110 of the Standard Specifications for Highway Construction. We have reviewed claims ranging from utility delays to failure on the part of the Department to notify the Contractor of problems on the project.

For this year, the Construction Bureau has processed sixty-five (65) Notices of Intent (NOI) to file a claim. About ten (10) of these NOI have been dropped by the contractor.

The Construction Bureau has handled approximately fifty-five (55) Contractor claims. The Department has paid four (4) claims totaling \$63,509.92. The contractor or the Bureau has waived approximately ten (10) claims. Also the contractor has dropped two (2) claims after submittal of the claim documentation. The State Construction Engineer has denied about nineteen (19) claims this year.

The Claims Committee heard presentations for approximately fifteen (15) claim issues. The Claims Appeal Board held hearings for approximately five (5) claims. Due to the increase in the number of lawsuits filed by the contractor against the Department, the Claims module of Site Manager is being analyzed with possible implementation in the winter of 2008. The development of a Claims Database that can track all information associated with claims and produce a variety of reports is being maintained by the Construction Bureau.

In response to increased awareness of and more stringent regulations for environmental protection, an Environmental Construction Section was created as well as a position for the Environmental Construction Engineer. The responsibilities of this section include the prevention and mitigation of negative environmental impacts caused by and related to road and bridge construction.

As of October 1, 2006, there were 434 active projects under construction amounting to approximately \$1,446,184,777.

The Bureau of Construction expresses its appreciation to the Chief Executives, the other Bureaus, and the Divisions for their cooperation during the past year.



## **BUREAU OF COUNTY TRANSPORTATION**

The Bureau of County Transportation is a service Bureau, and is the liaison Bureau between the Alabama Department of Transportation and the 67 counties of the State of Alabama. The Bureau assists the counties in the design, construction, and maintenance of county roads and bridges and operates in cooperation with the nine Divisions and the various other Bureaus of the Department.

Since the beginning of the Farm-to-Market Road Program, the counties have constructed and/or resurfaced a total of approximately 21,571 miles of roads and constructed 3,289 bridge structures at a cost of approximately \$1,688,184,301 of Federal, State, and County funds. During the 2006 fiscal year, the 67 counties completed 512 miles of widening and resurfacing and 98 bridges, 13,038 linear feet in length, at a total approximate cost of \$110,034,140, all administered by the Bureau of County Transportation.

On November 7, 2000, Amendment One was overwhelmingly passed by a vote of the people. This amendment provided \$50 million to match \$200 million in GARVEE (Grant Anticipation Revenue Vehicle) bond funds previously passed by the legislature to replace deficient county bridges. As of October 1, 2006, 518 bridges have been completed, and 71 bridges are under construction. It is anticipated that the 67 counties will be able to replace approximately 600 bridges under this five-year program.

In the statistical section you will find a tabulation of what has been done in the counties under the Federal-Aid Program and the Amendment One/GARVEE Bond County Bridge Replacement Program.

## **BUREAU OF DESIGN**

The Design Bureau has the responsibility for the development and assembly of highway construction plans and for this reason, represents the heart of the preconstruction activity within the Alabama Department of Transportation. This Bureau, with approximately 210 full-time employees, establishes highway locations, performs environmental studies, makes field surveys, develops roadway designs, and prepares roadway plan assemblies for all types of projects on the State highway system. This Bureau provides reviews and necessary supervision of consultant work being done for the Department in the highway design, corridor studies, and traffic engineering areas. The Bureau is directed by the Design Bureau Chief who is responsible directly to the Assistant Chief Engineer, Preconstruction.

The activities of the Design Bureau are currently handled by eight separate Sections which are identified as Administrative Section, Environmental Technical Section, Location Section, Roadway Design Section, Traffic Design Section, Utility Section, Quality Control Section, and Consultant Management Section.

### **Consultant Management Section**

The Consultant Management Section employs a total of ten engineers. The primary responsibilities of the Section include writing, negotiating, and processing consultant contracts, in addition to supervising consultants involved in the preparation of preliminary design and contract plans for the larger, more complex highway and freeway projects. Through the efforts of the Consultant Management Section employees, 195 consultant contracts totaling \$79.5 million were executed during fiscal year 2005-2006. In addition, the Consultant Management Section was responsible for the supervision of 150 consultant projects with a total estimated construction cost of close to \$2 billion. During fiscal year 2005-2006, 9 of these projects were let to contract at a total construction cost of \$143 million.

### **Traffic Design Section**

The Traffic Design Section under the direction of the State Traffic Design Engineer consists of three (3) design groups, Traffic Signal System Design, Intelligent Transportation System Design, and Roadway Lighting System Design.

This Section is responsible for providing traffic engineering services as needed by the Roadway Design Section, Division Offices, and the Construction Bureau. The Section's scope includes

the aspects as it relates to traffic signal design and statewide standardization, including review of traffic signal warrants, providing plans, specifications, cost estimates, and checking review of project plans, composing specifications for the required materials of a proposed traffic signal installation, and reviewing electrical materials proposed for use on traffic signal installations. Manages the traffic signal design services contract and coordinates with consultants design and payment.

The roadway lighting group is responsible for providing electrical engineering services as needed by the Roadway Design Section, the Utility Section, the Maintenance Bureau, the Bridge Bureau, the Equipment Bureau, the Construction Bureau, Consultants, and the Divisions. This group's scope includes all aspects of the electrical portion of a project, including analyzing street lighting warrants for FHWA participation, laying out of lighting and power systems to meet current design standards, using computerized methods to predict characteristics of a proposed lighting system, composing specifications for the required materials and installation techniques used on a project and reviewing electrical materials proposed for use on a project. When lighting projects are designed outside the Department, this Section coordinates and reviews the plans.

The Intelligent Transportation System (ITS) group is responsible for projects that typically include fiber optic communications networks, traffic surveillance CCTV, and machine vision vehicle tracking, detection, and classification systems. The ITS group uses the combined efforts of both the signals and the lighting groups in the development of high technology projects. The ITS group provides Statewide oversight of designs and plan reviews for these projects. This group is also responsible for the development and review of specifications for projects, development of ITS Regional Architecture, and Statewide implementation of projects. When ITS projects are designed outside the Department, this Section coordinates and reviews the plans and ensures the implementation of projects is in accordance to the approved State and Regional Architectures.

### **Environmental Technical Section**

The Environmental Technical Section is responsible for all environmental activities and studies within the Department. This Section prepares documents and obtains environmental clearance for all federally permitted projects initiated by the Department of Transportation. In addition, the Section must review and approve all environmental documents of other Bureaus or lead agencies within the Department, counties, cities, and consultants. This Section has the responsibility of developing and initiating all project public involvement programs. Also, the Environmental Section is responsible for obtaining all Dredge and Fill Permits pursuant to Section 404 of the Clean Water Act; certifications from the Alabama Department of Environmental Management for water quality, air pollution, and coastal zone consistency; Section 26a Reviews with the Tennessee Valley Authority; permits from the Federal Energy Regulatory Commission (FERC); and the Alabama State Docks. This Section also furnishes environmental documents and clearances for Coast Guard Clearance Permits and makes a determination of effect on properties eligible for the National Register according to the Archaeological and Historic Preservation Act, and coordinates all Farm Land Impacts with the U.S. Department of Agriculture through the Soil Conservation Service according to the Farmland Protection Act of 1984. This Section is responsible for all early project coordination letters soliciting views and comments on proposed improvements.

The Environmental Technical Section currently employs 30 people with expertise in air, noise, land use, ecology, archaeological and historical resources, computer science, social and economic impacts, administrative support, and public involvement.

During the 2006 fiscal year, the Environmental Technical Section prepared documents, obtained Federal Highway Administration approvals, and completed work on the following items:

- 1. Archaeological and Historical Resources:**

Survey, assessments, reports, and clearance on 48 highway projects and 5 material pits; 16 property transfers; 5 Phase II testing projects; 3 Phase III data recovery excavations. Additionally, 40 consultant projects were reviewed, coordinated, and commented on; 5 memoranda of agreement were processed; 1 historic American Engineering Record documents were completed; 31 historic structures' reports were completed; Historic bridge inventory content study near completion and 9 historic districts were documented. 37 County Site file reviews were conducted.

2. **Permits:**  
Applied for 20 and obtained 14 Section 404 Dredge and Fill Permits, supplied documentation for 4 Coast Guard Permits, and received ADEM Water Quality Certification and Alabama State Docks permits for all Section 404 Dredge and Fill Permits. In addition, a determination was made on 45 other projects of Section 404 applicability.
3. **Noise and Air:**  
Prepared and obtained approval of 23 Noise Reports, 5 Air Analyses, and made a determination of consistency with the Alabama Department of Environmental Managements State Implementation Plan and Noise Impacts on all other projects. Reviewed 9 consultant air analyses and 6 noise analyses. Prepared and obtained 32 PM 2.5 reports.
4. **Ecology and Water Quality:**  
Prepared 45 Ecological Reports, 1 Water Quality Report, developed 2 wetland and stream modification mitigation plans, and coordinated all projects with the U.S. Department of Interior, in compliance with the National Endangered Species Act.
5. **Public Involvement:**  
Developed and initiated 65 public involvement programs (includes public hearings and public involvement meetings).
6. **Environmental Documents:**  
Prepared and obtained approval for 20 projects as Categorical Exclusions, 4 Environmental Assessments, 10 Findings of No Significant Impact, reevaluated and updated 24 previously approved environmental documents, prepared 3 Section 4(f) Statements and 1 Record of Decision.
7. **Farm Land:**  
Prepared and coordinated with Soil Conservation Service 25 Farmland Impact Analyses.
8. **Early Coordination:**  
Prepared and mailed early coordination letters on 40 projects.
9. **Hazardous Material:**  
Reviewed 55 projects for hazardous material identification.
10. **Regional Planning Commission Coordination:**  
Coordinated 45 environmental documents.

In addition to the above, the Environmental Section has coordinated, reviewed, and assisted in environmental work of consultants, other Bureaus, counties, and cities. The Section also reviewed and commented on environmental documents furnished to the Department of Transportation by other local, State, and Federal agencies, and private businesses and industry.

### **Location Section**

The Location Section has the primary responsibilities of conducting corridor studies and supplying surveys and maps for the development of plans for interstate, primary, and secondary routes Statewide.

Corridor studies are conducted to determine the most feasible routes within a particular transportation corridor. Alternates are evaluated and a recommendation on a preferred alternate is made based on the guiding principle of balancing three main factors: cost, function, and social/environmental impact. The Location Section is responsible for conducting these studies with either its in-house staff or by managing a consulting firm. The Location Section also provides review and guidance to ALDOT Division offices, counties, and cities for their consultant corridor study contract negotiations.

Mapping services are provided for use in various planning stages from corridor study through the development of final construction plans. These include digital USGS quadrangle map data, aerial photography, and digital terrain models derived from LIDAR (Light Detection and Ranging) and/or aerial photography. This data is obtained from various sources, reviewed to determine compatibility with the type work to be performed, and written to a data set that can be used by the designer. Twelve requests were made for USGS quadrangle data and twelve were delivered. Twelve requests were made for data sets from existing county wide mapping projects and twelve were delivered. If existing map-

ping data suitable for the design phase cannot be obtained, the Location Section administers a statewide aerial photography and mapping agreement with three approved on-call consulting firms. Fourteen requests for digital mapping were made and five were received.

Surveys are provided for the development of final construction plans. This work is carried out by five statewide field parties or by consultant managed by this Section. The five statewide crews completed 9 projects and collected additional information on 11 separate requests. The Location Section maintains one statewide field party dedicated to establishing and maintaining first- and second-order vertical and horizontal project control utilizing global positioning system (GPS) equipment, electronic total stations, and digital levels. The GPS crew set 490 control points on 20 projects and ran 157 miles of levels to these points. The GPS crew completed the recovery of 165 control points for use in the Height Modernization project.

This year, the Location Section, in cooperation with the Alabama Department of Revenue (DOR), continued work on a long term Height Modernization project. This effort will ultimately provide accurate height or elevation information by integrating Global Positioning System (GPS) technology with conventional surveying techniques and is a result of a grant from NOAA's National Geodetic Survey (NGS). The foundation for this project is the establishment of high order monuments evenly distributed throughout the State. Phase I of this project established horizontal positions on approximately 108 monuments and was completed in September 2005. Phase II will place second order elevations on each of these marks. Approximately 250 miles of second order leveling was completed with an additional 300 miles in progress. Five Continuously Operating Reference Stations (CORS) were established in addition to the four existing units. This system allows GPS user's real time data collection ability. These CORS stations will also provide static positioning capabilities and enable monitoring of the earth's crust in Alabama.

In addition to these primary responsibilities, the Location Section is responsible for several ancillary duties. These include compilation of the ALDOT Congressional Special Project Funding Report, the cost to complete the Appalachian Development Highway System in Alabama, and preliminary costs for developing the five-year highway program and other long-range budget forecasting estimates. The Location Section acts as the central clearinghouse for administration of the Federal Highway Bridge Replacement and Rehabilitation Program, and coordinates all airport clearances in conjunction with planned roadway projects. The Location Section is also frequently called upon to provide display maps, reports, and special project concepts for the Director and his staff.

### **Quality Control Section**

This Section consists of review teams of Plan-in-Hand/P.S.&E., Plan Checking/Standard Drawing/Pay Item and Traffic Control Units.

The P.S.&E. (and Plan-in-Hand) Unit's responsibilities include conducting a multidiscipline review of plans and on-site field inspections for all construction projects, less maintenance plans let to contract. These reviews are made in order to assure proper design and complete plan assemblies. During the 2006 fiscal year, more than 115 reviews and inspections were conducted at various locations throughout the State.

The Plan Checking Unit has the primary responsibility of making a final plan review for the ALDOT Design Bureau as shown in the Guide for Developing Construction Plans, Activity 61. This includes final review of each sheet of regular plans, bridge plans, maintenance plans and specialty plans. For fiscal year 2006, the Plan Checking Unit completed more than 75 plan reviews for accuracy of Quantities and completeness of the plans. The Pay Item Unit added or deleted more than 365 pay items in the U.S. and metric units of measurements. The Standard Drawing Unit added 10 new drawings and changed 36 drawings in each of the U.S. and metric standard books. Note: 416 signs were updated to MUTCD 2003 and all dimensions in fractions were changed to decimals in the metric book. The U.S. book contains 358 drawings and the metric book contains 281 drawings.

The Traffic Control Unit's responsibilities include conducting Plan-in-Hand, P.S.&E., and final review of traffic control plans for all construction projects, less maintenance plans let to contract. The unit also participates in statewide reviews of traffic control work zones on active highway construction projects, and is responsible for the review and concurrence of all changes to traffic control plans for any active project, less maintenance projects. During the 2006 fiscal year, more than 103 Plan-in-Hand/P.S. &E. reviews and 76 final reviews were conducted for operational capability and compliance with Department policies and guidelines and MUTCD requirements.

### **Roadway Design Section**

The Roadway Design Section normally employs a staff of 70 engineers, designers, and draftsmen, organized into four separate subsections: Design, Engineering Support, Storm Water, and Hydraulic Support. This Section currently employs 46 persons out of which 35 persons are directly involved in plan assembly. These subsections prepare plans for all types of highway projects and coordinate with other Design Bureau Sections for their respective input. This Section, with its own expertise in geometric design and with input from other Bureaus with preconstruction responsibilities, develops plans for projects on all types of highways. During this past fiscal year, the Design Section worked on 28 projects.

The Engineering Support Section provides training and support to employees both directly and indirectly involved in the production of roadway plan assemblies. Emphasis is placed upon aiding the Department's engineers and designer in the most efficient production of their work using the engineering automation tools available. These tools include Inroads civil engineering design software, Micro Station computer-aided drafting software, and other office automation software which interacts with these products. In the past year, numerous Department employees have been trained in introductory, intermediate, and advanced engineering automation applications. All DOT Offices and Divisions have been supported with the successful management of the automation software and timely assistance in resolving any trouble occurrences.

The Engineering Support Section continues to bring together personnel from other Bureaus and each Division to collaborate on CADD design standards by which all of the Department's plan assemblies are governed. This is implemented by constantly updating the CADD standard software, NetSPEX, to make sure it stays in compliance with ALDOT's current working design policies. Work is currently underway to make sure the newest version of the InRoads Civil Engineering Design software preferences are in compliance with the Department's CADD standards before the Department upgrades its current version for design.

Efforts are still directed toward evaluating and managing the document solutions Project Wise pilot, that the entire Department will eventually be participating in to make sure the software will adhere to the Department's workflows in project design. The Engineering Support Section also makes sure ALDOT standards, procedures and design policies are kept current on their webpage for users to access as well as updating the design and traffic control details, grade book reports, and the electronic Guidelines for Operation Manual. In our effort to improve the Department's workflows and design procedures the Engineering Support Section continues to maintain relationships between other DOTs to compare and learn from their practices.

One of the major objectives of the Storm Water Section is to implement the National Pollutant Discharge Elimination System (NPDES) as passed by the U.S. Congress under the Clean Water Act of 1987. Part I of Phase I NPDES of the Clean Water Act of 1987 requires industrial activities to have a permit from the Alabama Department of Environmental Management (ADEM) if they will be discharging storm water runoff into waters of the United States. The Storm Water Section has completed Part I NPDES of MS4 (Industrial) permit applications as co applicants with the City of Birmingham, 22 incorporated and unincorporated cities in Jefferson County, part of St. Clair County, Cities of Huntsville and Madison, City of Montgomery, City of Mobile with six incorporated and unincorporated cities in Mobile County, and part of Baldwin County with two cities of Fairhope and Daphne. Completed Part II of MS4 Permits on all of the above municipalities has been submitted to ADEM. A five-year Storm Water Management Program (SWMP) has been prepared for implementation of Part III of MS4 Permits. The Department is now implementing the fifth year of a five-year Storm Water Management Program (SWMP). This Section also completed the Notice of Intent for industrial activity permits for ongoing and proposed highway projects or requested permit termination on completed construction projects. This Section has prepared and submitted year four and/or year five annual reports on the above MS4 permits to ADEM.

This Section is involved with ADEM's task force for developing a construction permit for projects that disturb from one-five acres of soil as required by NPDES Part II. This Section attends plan-in-hand and PS&E inspections to review site-specific erosion control plans as developed by design personnel. This Section has prepared, processed, and submitted by deadlines NPDES MS4 Phase II permits for 17 counties which include 55 small municipalities. This Section has submitted year three permits for NPDES MS4 Phase II for these 16 counties. This Section is now reviewing for impact upon

ALDOT, ADEM draft permit for including TMDL water quality testing.

This Section is required as Qualified Credential professionals (CPESC) to review and approve site specific erosion control plans for all construction projects to be let by ALDOT. MS4 permits for Phase II of NPDES permits for Part I Phase I municipalities have been submitted to ADEM. These MS4s include Madison County and Huntsville, Jefferson County, St. Clair County, Shelby County, Montgomery, Mobile, Mobile County, part of Baldwin County. This Section and the Design Bureau has been an active member of the task force for mitigating an MOA and IA (Interagency agreement with ADEM as part of ten Consent Agreements with ADEM, relative to storm water permit non-compliance on 10 ALDOT construction projects). The Stormwater Section has recently completed and submitted to ADEM, Annual Reports for years five; second permit turn of the following MS4 municipalities: Montgomery, Birmingham Area, Mobile Area, and Shelby County, St. Clair County areas.

The Hydraulic Support Subsection added two Hydraulic Specialist who assisted designers in a multitude of roadway drainage design issues and offered project reviews on a requested basis. The Hydraulic Section support was not limited to providing design assistance in the planning, design and construction stages of a project, but also included advice to corrective solutions to existing drainage problems. Project site investigations were carried out for the gathering of hydraulic and hydrologic data and to assess corrective measures. The Hydraulic section conducted an evaluation of new drainage products submitted to the Department for its consideration and acceptance by assessing the hydraulic adequacy of the same. Responses were given to inquires about drainage procedures, IDF curves, programs, and manuals or referred to for Central Office and Division personnel or consultants. Coordination was made with adjacent State DOT's for a proposed rainfall study. The section participated directly in the drainage design of two roadway projects, and conducted on-the-job drainage design training of Design personnel. Assistance with hydrologic/hydraulic computations was provided to personnel from other Bureaus and Divisions.

The Design Bureau, Division, county personnel and consultants were assisted with design procedures and hydraulic computer programs. Three copies of the ALDOT Hydraulic Manual were distributed to consultants. Plans of special inlets were distributed to state personnel and consultants as requested for use on government projects.

Spreadsheets were developed to assist energy dissipater design. Evaluations of vendor's hydraulic computer programs were conducted to find suitable programs for ALDOT's roadway design. The Hydro hydrological program was updated by the Bridge Bureau with assistance from the Hydraulics Section. Preliminary updates of hydrologic/hydraulic design data sheet forms were done. Hydraulic training classes were coordinated with computer software vendors and department personnel.

### **Roadway Design Projects**

#### **Fiscal Year 2006**

The following is a list of projects that were worked on during the fiscal year:

Project Description	Number of Projects	Miles
Additional Lanes	4	12.82
Additional Lanes & Bridges	1	3.85
Base and Pave	5	23.95
Bridges and Approaches	8	1.80
Grade, Drain and Bridge	2	9.06
Grade, Drain, Base, Pave and Bridge	2	5.63
Grade, Drain, Base and Pave	2	5.52
Bridge Replacement	1	1.29
Bridge Rehabilitation	1	29.10
Roadway and Bridge Relocation	1	6.70
Soil Remediation	1	5.21
<b>TOTAL</b>	<b>28</b>	<b>104.93</b>



### Utility Section

The Utility Section is responsible for the development of program standards and policies used in the preparation and negotiation of utility relocation agreements and the accommodation of utility facilities on highway rights-of-way by way of permits. This Section is also responsible for the review of all requests for payment of invoices submitted by utility companies and municipalities. These invoices for reimbursable utility relocations are reviewed for completeness, accuracy, and conformance with established standards and policies.

During this fiscal year, the Utility Section reviewed and recommended approval of the following:

<u>Utility Agreement Type</u>	<u>Number</u>	<u>Amount</u>
Reimbursable (low bid, company forces, etc.)	53	\$12,573,449
Reimbursable (part of roadway contract)	20	\$ 3,570,010
Non Reimbursable (part of the roadway contract)	4	
Non-Reimbursable	93	
<b>TOTALS</b>	<b>170</b>	<b>\$16,143,459</b>

In addition, there were 10 permits for the accommodation of utilities on active highway construction projects that were reviewed and approved. This Section reviewed, processed, and submitted 288 invoices in the amount of \$18,398,989 for payment to the Bureau of Accounts and Finance for the relocation of utility facilities that conflicted with highway construction.

### BUREAU OF EQUIPMENT, PROCUREMENT & SERVICES

The Bureau of Equipment, Procurement and Services serves various functions within the Department of Transportation. It consists of an office staff, including a Property Inventory Section, Receiving and Salvage Sale Section, Gym, Motor Pool, Building Services and Maintenance Section, a Supply Section, DOT Mail Room and the Procurement Office. The Bureau of Equipment, Procurement and Services responsibilities include the purchase, salvage, and disposal of all types of equipment. Bureau personnel also maintain a perpetual inventory of all department non-consumable personal property and a current record of the assignment and location of each item. The personal property responsibility includes the disposal of property no longer needed by the Department through direct sale to counties and cities or by public auction.

The Procurement staff portion of the bureau is responsible for the processing, review and Department approval of all requests for Services and Materials. Resulting Purchase Orders are distributed by the Procurement section to all department agencies. This function also provides liaison with State Purchasing to ensure timely purchasing actions for Department of Transportation activities.

This Bureau is responsible for the maintenance of the Department's Central Office buildings and grounds and provides a Supply Section that maintains a warehouse of office, engineering and personal computer supplies, and Department forms. The Supply Section operation includes a retail map store where highway maps are offered for sale to the general public in addition to municipal and state customers. The Bureau is also responsible for the DOT Mail Room which receives all mail from Finance Central Mail and US Postal Service, sorts and distributes to Central Office and Division Offices and receives and sorts all outgoing mail to be picked up by Central Mail room to include shipping and receiving of all UPS, FEDEX, DHL, and Airborne packages for the Central Office.

The Bureau serves as an equipment (vehicle) rental agency for all of the Departments motor vehicle type equipment and motorized Highway Maintenance Equipment. Equipment rental rates are established to assess users with the true direct cost of vehicle ownership and operation. This encourages minimized authorizations and maximum utilization of this equipment. The Bureau develops specifications and requisitions all replacement rental equipment.

As a result of legislation passed in 1995, the Department of Transportation is allowed to dispose of its own surplus equipment. Through the Equipment Bureau's innovative sales techniques and attention to preparation of items for sale, the Department of Transportation realized \$11,898,261.77 from disposal sales in FY '06. This total greatly exceeds the average annual returns under the old sys-

tem of one million dollars.

During fiscal year 2005-2006 the Procurement Bureau received and processed 17,085 requisitions for materials, supplies, equipment and services for the operation of the Department. Of these, 13,069 were Departmental EP-10 requisitions. The remaining 4,016 were SNAP requisitions, resulting in the issuance of 4,529 purchase orders by Department of Finance, Division of Purchasing. Combined awards by all purchase order types totaled almost \$149 million.

The continued use of Local Delivery Orders to secure parts for equipment repairs proves satisfactory in preventing the maintenance of large inventories of repair parts and reducing the number of individual requisitions and purchase orders. This program further allows for substantial vendor discounts in most cases, which are generally not available on individual purchases. Continued use of EP-10 requisitions for purchases of contract release items up to \$500.00 has allowed an overall reduction in SNAP requisitions and purchase orders, while expediting the procurement process for our Divisions and Bureaus. Appropriate open-ended purchase orders have helped us keep the total numbers of EP-10 and SNAP requisitions to a manageable level, while improving the efficiency of materials and services acquisition.

Prior year training has improved the ability of our Divisions and Bureaus to enter SNAP requisitions and allowed us to identify and correct repetitive errors and procedural mistakes. Due to the number of new employees, and employees newly assigned responsibilities involving the procurement process, additional training sessions have been held to address their training needs. During fiscal year 2007, important changes in procedures will dictate additional training emphasis. Also, we continue to work closely with the Division Equipment Maintenance Superintendents and the Equipment Management Coordinator to assure that Chapter 5 (Purchasing) of the **ALDOT Equipment Manual** is as accurate and current as possible.

The Procurement Office personnel continue to process as promptly as possible all requisitions and emergency requests so that the work will not be interrupted for lack of materials and supplies. We continued to place special emphasis on the cost-reduction aspect of the procurement process during FY06. In particular, every effort was made to assure that the lowest responsive quotes and bids were utilized, expanded vendor lists were developed, and special attention given to sole source recommendations. Efforts to encourage our Divisions and Bureaus to make the greatest possible use of state-wide purchasing contracts have helped in these cost-reduction efforts.

### **BUREAU OF FINANCE AND AUDITS**

It is the responsibility of the Bureau of Finance and Audits to provide financial management for the State of Alabama Department of Transportation. The Director of Finance and Audits oversees all functions of the Bureau and reports directly to the Transportation Director. The Bureau of Finance and Audits maintains a fully integrated, modern, and accurate computerized system of general and cost accounting.

The general accounting system accurately records revenue, receipts, and expenditures processed by accounting personnel.

The cost accounting system accurately records direct project cost for Federal-Aid billing and budget purposes. The Bureau of Finance and Audits also maintains a cost accounting system to account for the unit rates for manufacturing operations, materials tests, equipment operating cost, and payroll fringe benefits.

The Bureau of Finance and Audits is responsible for the preparation of Federal-Aid Project Modifications for the purpose of funding projects at the appropriate level to ensure the maximum collection of Federal funds. The Bureau also has the responsibility of submitting the weekly billing to the Federal Highway Administration to claim reimbursement for work performed on federally funded projects. Proper collection of maximum Federal funds for work satisfactorily performed is essential in maintaining the road program at its present level. A total of \$738,088,144 was collected from the Federal government during the 2005-2006 fiscal year as reimbursement for work performed under the supervision of the Department of Transportation.

The compilation and submission of data concerning monthly progress of various projects through the State to the U.S. Department of Commerce (Bureau of Census) is also the responsibility of the Bureau of Finance and Audits.



The Bureau of Finance and Audits manages the investment of Public Road and Bridge Appropriated Industrial Access funds of approximately \$64 million as well as Surplus Military Field Fund investments of approximately \$9 million. These combined investments earned \$2,450,542 in Fiscal Year 2006.

The External Audit Section performs its functions under the direction of the Director of Finance and Audits and is responsible for conducting the external audit functions of the Bureau. Under the external audit function, a total of 520 audits and reviews were performed. These are categorized as follows: Utility on-site and in office – 44; Railroad on-site and in office – 6; Consultant – 106 in-office; 51 on-site; Airport – 26 in-office, 18 on-site; University on-site and in office – 43; Miscellaneous on site and in office – 9. A total of 39 Industrial Access, Emergency Relief, City and State reviews and audits were performed. Additionally, 110 Single Audits reviews were performed and 68 Personal Net Worth statements for DBE certification were reviewed.

The total costs recovered or saved during the year for all types of audits was \$1,669,510.32.

FHWA financial management personnel and auditors of the Office of Inspector General, Department of Transportation, assume a review function.

It is the responsibility of the Internal Audit Section, working under the direction of the Director of Finance and Audits, to audit all internal operations of the Department. This involves evaluating and analyzing the accuracy and reliability of the financial data, determining if the Department is in compliance with laws, rules, regulations, policies and procedures, and reporting any instances of fraud, abuse, inefficiency, or mismanagement. This office is required to make recommendations to describe the course of action management should consider to safeguard the assets of the Department.

The Internal Audit Section conducts compliance and performance audits of all Bureaus and Divisions. Special reviews are performed upon request. Complaints from the public and employees relating to possible violations of policies or procedures, misuse of personnel, materials, equipment or suspicions of fraud and mismanagement are investigated and the findings are referred to the administrators for corrective actions. Requests for special assistance concerning compliance with Department policies and procedures as well as with State and Federal laws and regulations are handled by this office. The Internal Audit Section participates in the implementation of new or revised programs, providing management with recommendations regarding actions for solutions to specific issues of compliance and development of policies and procedures.

In addition to special and administrative request, the Internal Audit Section performed reviews (including Financial Integrity Review Evaluations) in the areas of Equipment, Maintenance, Design and Construction Administration in fiscal year 2006. Audits were performed in 5 Divisions and Bureaus. Total obligations of over 46 million dollars were reviewed.

It has also become the responsibility of the Bureau of Finance and Audits, with the passage of Act 90 in 1971, of placing the Department of Transportation on a legislative budget, to design and implement a budgetary system of accounts to account for the legislative budget.

It is the responsibility of the Bureau of Finance and Audits to coordinate the preparation of an annual budget request to be presented to the Governor and the Legislature.

Financial Statements are prepared monthly that reflect the financial condition of the Department of Transportation, receipts and disbursements for the current year, and the status of budgetary appropriations and allotments. These Statements are analyzed to uncover any financial trouble areas that require management action by the Transportation Director. The Transportation Director is advised of the trouble areas along with recommendations for possible solutions.

In addition to the management reports furnished to the Transportation Director, more detailed reports concerning their areas of responsibility are furnished to all Bureau Chiefs and Division Engineers monthly to aid them in the financial and budgetary area in carrying out their assigned tasks.

The Bureau of Finance and Audits also serves as liaison between the Department of Transportation and the Comptroller's Office and Budget Office of the Finance Department.

The Bureau acts as advisor to the Transportation Director and the various Bonding Authorities in the issuance of Bonded Debt for Public Road and Bridge Construction.

The Bureau of Finance and Audits is continually seeking new ways to improve old systems and implement new systems to better serve the management of the Transportation Department in the financial management area.

### LEGAL DIVISION

The Legal Division of the State of Alabama Department of Transportation was created in 1963, Ala. Code § 23-1-25 (1975), and has the responsibility to advise the Director and Department on all legal matters related to department business, including representing the Department, the Director, and Department employees in legal, administrative, and other proceedings.

The Legal Division represents the Department, Director, and its employees, both in their individual and official capacities, in both state and federal courts. The cases typically include employment matters, state tort claims, usually involving personal injuries sustained by motorists, contracts and construction disputes, right-of-way encroachments, outdoor advertising, unemployment compensation, condemnation matters; and property damage collection matters.

The Legal Division reviews federal statutes, rules, and regulations and advises the Department as to their compatibility with existing state statutes and Department policies. The Legal Division recommends necessary changes to ensure compliance with federal directives. In some instances, this requires drafting new or amending existing state laws.

In addition, the Legal Division examines, advises, and approves the form of contracts; right-of-way acquisitions; drafts various contracts and agreements; maintains liaison with the Attorney General's Office and Governor's Legal Advisor; reviews and drafts legislation; and advises the Director regarding pending legislation which may affect the Department.

The Legal Division processes claims involving personal injury to private citizens or damage to their property, as well as claims involving damage to Department property. It initiates collection action with respect to Departmental property damage claims. The Legal Division represents the Department before the Equal Employment Opportunity Commission, State Board of Adjustment, State Personnel Department, unemployment compensation tribunals, as well as other federal and state administrative agencies, boards and tribunals.

#### **Fiscal Year 2005-2006 (October 1, 2005 – September 30, 2006)\***

Board of Adjustment Claims Opened	448
Board of Adjustment Claims Closed	179
Total Board of Adjustment Claims Pending	320
Total Amount of Claims Paid	\$ 1,228,917.79
2005-06 State Property Damage Claims Opened	702
2005-06 Total Property Damage Claims Closed	298
Grand Total Property Damage Claims Pending	347
Amount Collected for Damaged State Property	\$ 1,006,056.85
Requests for Production of Documents Received	241
Total Production Requests Pending	64
Contracts, Leases, and Deed	84

\* Totals shown are for calendar year 2006, except contracts, leases and deeds reviewed and Board of Adjustment claims paid, which are based on the 2005-06 fiscal year.

## BUREAU OF MAINTENANCE

The Maintenance Bureau is responsible for the maintenance of 11,235 miles of State highways, which includes 929 miles of interstate system and highway facilities owned, operated, and maintained by the Department. The Maintenance Bureau also has limited responsibility for the maintenance of paved and unpaved roads and bridges on off-system facilities such as State institutions of higher learning, State hospitals, agriculture experiment stations, and State parks.

Routine maintenance operations such as surface patching, shoulder maintenance, drainage work, right-of-way vegetation management, and litter pickup were carried on satisfactorily.

The Resurfacing Program consisted of 734 miles of resurfacing, roadway widening and paving shoulders with liquid seal, and plant mix surfaces. The work was accomplished by contract with a statewide average of \$245,311 per mile.

The Permit and Operations Section reviewed 1,176 utility permits, 458 entrance permits to provide access to State highways, and issued 626 other miscellaneous permits for doing work on highway rights-of-way. There were 225 outdoor advertising sign permits issued.

The oversize and overweight vehicle permit office regulated the movement of vehicles and loads which size or weight exceeded the maximum specified by law. There were 105,595 single-trip permits, 6,937 annual permits, and 7,297 routing authorizations issued. Revenue from the sale of these permits totaled \$3,578,180. The Adopt-A-Mile Program has approximately 1,950 participating groups adopting over 2,625 miles of highway as a part of the Department of Transportation's anti-litter campaign.

The Communications Section operated and maintained a Statewide communication system consisting of more than 3,100 mobile units, 95 base stations, 1,200 portable units, and 120 remote stations. This system provides the Division and district offices with the capability of immediate contact with key personnel at all times. In addition, the Communication office assisted the Bureaus and Divisions in analyzing their communications needs, and in writing specifications and requisitions for them. Also, they maintained Bridge Weather Monitors, which allows Division personnel to monitor bridge deck outside temperature and detect precipitation on five key bridges in North Alabama. A complete running inventory is kept by this office of all communication equipment owned and operated by the Department of Transportation.

In cooperation with the Department of Public Safety, the Department of Transportation operated one permanent weigh station, 14 weigh teams with portable scales, and 15 weigh-in-motion sites for vehicle weight enforcement. These teams weighed approximately 950,000 commercial vehicles and ticketed over 16,573 violations of Section 32 of the Code of Alabama.

The Department of Transportation operated and maintained 22 safety rest areas and 8 welcome centers in a satisfactory manner at a cost of \$10,472,917.

The Management and Training Section is charged with (1) the development and operation of maintenance-related management systems, (2) the development and presentation of maintenance-related training activities, and (3) conducting special studies for the Bureau of Maintenance.

The Management and Training Section operates the Department of Transportation's Maintenance Management System (MMS). The MMS is the Department's primary tool used to track historical budget expenditures and to produce future budget allotments to accomplish routine maintenance activities throughout the State.

From October 1, 2005, to September 30, 2006, budget allotments for routine maintenance operations Statewide totaled \$89,999,830. One primary objective of the MMS is to assist in achieving uniform levels of maintenance service throughout the State through the review and analysis of numerous MMS reports generated monthly. Support functions for operating the MMS include: providing guidance and assistance to the field organization regarding the solution to field operating problems and shortcomings in standard achievement; conducting field investigations to determine a basis for continuous deviation from quality, quantity, and productivity standards; coordinating the implementation of approved maintenance management research findings and programs; assisting in developing and conducting training programs designed to train personnel in current or new areas or to meet specific shortcomings in routine maintenance activity performance; developing procedures affecting maintenance operations; and reviewing completed maintenance summaries and reports. This objective is achieved by uniformly training personnel, planning, scheduling, and executing maintenance operations. The

Management and Training Section also develops and hosts the annual Maintenance Management System meeting where all aspects of maintenance operations are reviewed with the assembly of Statewide maintenance personnel.

The Management and Training Section operates the Department of Transportation's Alabama Bridge Information Management System (ABIMS). The ABIMS is a comprehensive database that contains inventory, condition rating, load rating and posting, inspection, and other information on all bridges in the State, which are open to public traffic and are at least 20 feet in length. State, county and city-owned bridges are included in the ABIMS, over 15,600 bridges in all. One primary function of the ABIMS is to assist the State to comply with Federal compliance programs dealing with bridge structures.

The Management and Training Section is responsible for the development and presentation of maintenance-related training sessions. Training programs are conducted in the areas of routine maintenance activity performance, bridge inspection, bridge maintenance, and vegetation management. These training programs consist of presenting in-house training courses and the hosting of National Highway Institute training courses. Annually, over 20 training courses are regularly presented throughout the State covering various maintenance-related topics to ensure that the Department, as well as county and city governmental organizations, have well-trained, competent staff performing maintenance operations.

The Management and Training Section is either responsible for or assists with special studies through the Bureau of Maintenance. These studies include value engineering studies, AASHTO reports, Executive Budget Office reports, FHWA annual maintenance report, FHWA annual interstate maintenance program, annual FHWA interstate certification, ALDOT's reverse-laning strategy for Interstate 65 during hurricane evacuation, Homeland Security Contingency Plans, and other reports, studies, and presentations as necessary.

The Management and Training Section is responsible for the development, publishing, distribution, and maintenance of the Department's Maintenance Manual, Field Operations Manual, and Bridge Inspection Manual. The Management and Training Section also assists the Bureau and the Department with negotiating and implementing agreements and contracts for consultant and contractor services on work such as management systems, procedures updates, and bridge repairs.

Furthermore, the Management and Training Section acts as host and coordinator for groups of local, national, and international visitors interested in ALDOT maintenance operation and procedures.

The Traffic Engineering Section of the Bureau provides engineering and technical support to the Divisions and other Bureaus for the installation, maintenance, and cost-effective use of highway signs, pavement markings, delineators, traffic signals and signal systems, highway safety appurtenances, and other traffic control devices; provides guidance and assistance for the development and implementation of traffic operation improvement plans and maintenance programs for traffic control devices; and is responsible for the management and operation of the State Sign Shop and the State Signal Shop.

The Traffic Engineering Section prepares and/or coordinates all Department of Transportation Policy and Procedure regarding traffic control and traffic control devices; coordinates all activities regarding the implementation of the Manual on Uniform Traffic Control Devices (MUTCD) including associated supplements and fieldbooks as necessary; official rulings; interpretations and/or changes; establishes, reviews, and/or approves all Standard and Special Drawings for traffic control devices; develops, reviews, and/or approves all specifications for traffic control devices (including reflectivity levels for signs, traffic signals, traffic controllers, and associated hardware) to be used on Contract projects and/or State Force construction projects; maintains line of communication with Divisions regarding the approval of traffic signal installations in accordance with the MUTCD, including the approval of Permits to local governmental units and/or others for signal installations on the State highway systems; reviews plans and drawings for all traffic signal projects used on Contract and State Force construction projects; coordinates, reviews, and approves all warrants for traffic signal installations; coordinates, reviews, and approves all Maintenance Agreements for traffic signal installations; reviews all signing, pavement marking, and delineation plans used on Construction projects; and maintains active involvement in the development and implementation (as necessary) of new innovative projects resulting from Federal-Aid Emphasis Programs.

Traffic engineering studies are conducted and reviewed in response to requests or complaints regarding traffic operations or highway safety to determine appropriate improvements or corrections. These studies are performed in cooperation with Division personnel. The Department's program for the maintenance of all traffic control devices is reviewed and evaluated to determine the program's effectiveness in ensuring proper operations and timely repair or replacement of traffic control devices, and prompt detection of traffic operations problems as they develop. Safety reviews are also made in cooperation with the Federal Highway Administration.

Signing practices are reviewed by the Traffic Engineering Section to assure compliance with established signing guidelines and policies. Requests for additions or revisions to the system of guide signs on the Interstate Highway System are reviewed and evaluated for approval. The State Sign Shop manufactures and fabricates all highway signs erected by State maintenance forces. Signs are also provided to other agencies as needed and approved for purchase by the Transportation Director through Special Work Authorizations. Approximately 50,000 signs were produced this year by this facility at a total cost of \$2 million. Assistance is provided Statewide, as needed, for the installation, repair, inspection, and removal of roadway signs on the State highway system.

The Traffic Engineering Section in cooperation with each Division manages the Specific Service Sign (LOGO) Program. This Section maintains inventories and tracks income and expenses throughout the year. Logo signs, installed on interstate and other selected highways, advise motorists of gas, food, lodging, camping, and attraction services along the highways. Standard business logos are required usage. New logo signs are displayed when space is available and participants satisfy requirements. Guidelines for administration are set forth in the "Procedures for Specific Service Signing." Total revenues were approximately \$1,075,000.

All proposals for the installation or upgrading of traffic signals on the State highway system with State forces, or by permit requests from local governmental agencies and/or private developers, are reviewed and evaluated for approval. Upgrading of traffic signals and management systems on the State highway system accounts for nearly 20 percent of the annual maintenance special project expenditures. Maintenance agreements with various municipalities, counties, and other entities are reviewed for approval, and records of the agreements are maintained by the Traffic Engineering Section.

The State Signal Shop provides Statewide support for the installation, upgrading, inspection, and maintenance of traffic signals on the State highway system and performs testing and repairs of all traffic signal equipment and portable electronic scales used in the enforcement of State truck weight limit laws. Weigh-in-motion facilities, which are also used in the enforcement of State truck weight limit laws, are maintained by the State Signal Shop. Testing and evaluation of all traffic control devices are conducted by the Traffic Engineering Section in cooperation with the Bureau of Research and Development and in accordance with State laws to select traffic control devices, including equipment and materials, which are suitable for use in the State of Alabama.

Recommendations for changes for speed limits on the State highway system are reviewed by the Traffic Engineering Section and evaluated for approval. A record of all established State speed zones and local speed ordinances on State highways is maintained by the Traffic Engineering Section.

Annual materials and equipment contracts are developed and maintained to provide State maintenance forces with the equipment and materials necessary to effectively maintain the traffic signals, highway signs, pavement markings, safety appurtenances, and worker protection on the State highway system. Specifications for these materials and equipment are developed and updated as needed by the Traffic Engineering Section.

The Roadway Section of the Bureau has responsibility for landscape and roadside improvement and development, vegetation establishment and roadside vegetation management, as well as the planning and landscape design of highway facilities.

A Statewide Landscape Enhancement/Wildflower Program initiated in 1988 continues to enjoy a high degree of public acceptance and acclaim. Plantings are becoming more successful due to developing expertise and the philosophical integration of wildflowers that are compatible with the Departments Vegetation Management Program, and also to add color and interest to the State's road system.

At the end of the 2005-2006 planting season a total of approximately 721 acres have been established in annual plantings and 9,279 of permanent native areas. Special emphasis has been continued to be placed upon rest areas, welcome centers, State park entrances, interstates, and primary

four-lane entrances into the State. Colorful annual plantings of Cosmos have continued to increase interest in this program. The Maintenance Bureau ordered 33,738 pounds of seeds/28 varieties at an approximate cost of \$220,490.00 and made available for distribution among the nine Divisions. We are currently testing 4 new species for adaptability in our program. All nine Divisions possess wildflower drill seeders and are responsible for the development of their wildflower areas after receiving seed allocations from the Maintenance Bureau. An awards program sponsored through the Garden Club of Alabama is currently in the works, in order to recognize the Divisions and their efforts in beautifying the state of Alabama.

The Vegetation Management Program encompasses approximately 150,000 acres of manageable roadside along 11,003 centerline road miles. In the fiscal year 2005-2006, the total cost spent on mowing was approximately \$9,963,671, 85% was done by State forces. Noxious weeds and undesirable or encroaching vegetation were safely treated with selective and nonselective herbicide treatments. The Vegetation Management Program has eliminated many undesirable exotic plants which pose a danger to the health, safety, and welfare of the traveling public, and converted miles of roadside to uniform stands of desirable turf grasses, wildflower species, and other vegetation providing the State's motorists with safer roadsides.

The Roadway Section has two Wirtgen W1900 four trac half lane (78" cutting width) road planers which are an integral part of the roadway and bridge maintenance program. Their primary job is to cut asphalt from bridge ends and bridges where necessary and mill roadways to restore cross Section and correct rutting problems. Restoring cross slope to roadways can be accomplished by planning roadways before resurfacing. These two planers perform various maintenance activities as needed Statewide.

Under the Bridge Section, the Statewide Bridge Inspection Program inspected 6,024 bridges (State = 2,685, County = 2,753, Municipal = 580, Other = 6) this year through the combined efforts of state, county, and city inspectors. Data from these inspections was submitted to the Federal Highway Administration in Washington, D.C. in April of 2006. Independent of owner, there are a total of 15,806 on- and off-system bridges in Alabama (State = 5,683, County = 8,738, Municipal = 1,322, Other = 63). A total of 3,912 bridges were classified as being either structurally deficient or functionally obsolete. Of that total, 1,866 bridges were functionally obsolete (State = 922, County = 721, Municipal = 220, Other = 3) and 2,046 were structurally deficient (State = 249, County = 1,530, Municipal = 233, Other = 34). Presently, 2,632 are load posted, (State = 25, County = 2,463, Municipal = 138, Other = 6), 144 are closed, (State = 1, County = 115, Municipal = 21, Other = 7) and 151 have been strengthened or have temporary structures in place to prevent them from being posted or closed (State = 107, County = 39, Municipal = 3, Other = 2).

The Bridge Scour Section is responsible for the evaluation and assessment of all bridges over waterways within the State of Alabama for scour susceptibility as mandated by the Federal Highway Administration's Technical Advisory T-5140.23. The employees in this section work in close coordination with bridge inspectors from all nine ALDOT Divisions as well as all sixty-seven counties. Coordination between these offices is essential to ensure the safety of the traveling public by early detection of scour problems that pose a threat to the structure. In addition to scour evaluation and assessment, this section also designs countermeasures to mitigate existing problems.

The Scour Section has made significant progress toward completing the evaluations of all of the state structures with known foundations. The few remaining state structures are in various stages of evaluation and should be completed in the near future. Emphasis has now been shifted to updating and completing a Plan of Action for all bridges where scour could affect the stability of the structure (scour critical). The Plan of Action will be used by bridge inspectors to determine when to start monitoring, what elements to monitor, and when to take necessary steps to protect the traveling public.

As part of the scour monitoring program, several hydrographic surveys have been conducted on major waterways. These surveys provide an overall picture of the river bottom to help detect any potential or existing scour problems. The Scour Section has expanded our hydrographic survey capabilities by using Hypack software to assist in the collection and analysis of this data.



The Scour Section continues in the evaluation and assessment of county bridges as well as various State bridges in the coding of Item 113. Progress on scour evaluations is detailed in the table below.

**BRIDGE SCOUR EVALUATIONS**  
**NUMBER OF BRIDGES**

REPORTING CATEGORIES	NBI-ITEM CODE 113	FEDERAL-AID SYSTEM	OFF-SYSTEM	TOTAL
<b>1. Over Waterways</b>	——	State 4,222 County 2,318 City 358 Total 6,898	State 101 County 6,322 City 839 Total 7,262	State 4,323 County 8,640 City 1,197 Total 14,160
<b>2. Evaluation Total</b>	——	State 3,996 County 1,516 City 213 Total 5,725	State 76 County 2,843 City 427 Total 3,346	State 4,072 County 4,359 City 640 Total 9,071
<b>A. Low Risk Total</b>	4-9	State 3,846 County 1,483 City 212 Total 5,541	State 75 County 2,777 City 424 Total 3,276	State 3,921 County 4,260 City 636 Total 8,817
<b>B. Scour Susceptible</b>	6	State 17 County 318 City 65 Total 400	State 1 County 778 City 207 Total 986	State 18 County 1,096 City 272 Total 1,386
<b>C. Unknown Foundations</b>	6	State 208 County 484 City 80 Total 772	State 24 County 2,701 City 205 Total 2,930	State 232 County 3,185 City 285 Total 3,702
<b>D. Scour Critical</b>	0-3	State 150 County 33 City 1 Total 184	State 1 County 66 City 3 Total 70	State 151 County 99 City 4 Total 254
<b>3. Analyzed for Scour</b>	——	State 4,205 County 2,000 City 293 Total 6,498	State 100 County 5,546 City 632 Total 6,278	State 4,305 County 7,546 City 925 Total 12,776
<b>4. Countermeasures Installed</b>	7	State 166 County 43 City 2 Total 211	State 2 County 58 City 4 Total 64	State 168 County 101 City 6 Total 275
<b>5. Monitoring Planned</b>	——	State 4,205 County 2,000 City 293 Total 6,498	State 100 County 5,546 City 632 Total 6,278	State 4,305 County 7,546 City 925 Total 12,776

The Bridge Rating and Load Testing Section has continued its efforts to analyze and load test bridges so that the traveling public can safely cross the bridges in Alabama and so that industry can use Alabama’s bridges without incurring extra costs due to load restricted bridges.

There are two main functions within this office – Bridge Rating and Bridge Load Testing. Each function complements the other and both are used as appropriate to effectively determine the safe load capacities of the state’s bridges. In fact, bridge load testing can be thought of as another tool for bridge rating. In addition, this office serves to help counties and municipalities with their bridge replacements, bridge strengthening, and their bridge repairs along with designing small repairs and retrofits for state-owned structures. Also, this office helps with permitting overweight vehicles.

Bridge Rating is responsible for rating the state-, county-, and municipal-owned bridge structures for their safe load capacity in accordance with AASHTO, NBI, and FHWA standards. Approximately 62 percent of all bridges currently in service and on inventory, regardless of owner, have been rated. Currently, the state’s bridge rating effort has produced the following results:

Bridge Rating Status (Bridges only, does not include Culverts)			
Owner	Total	Rated	% Rated
State	3,589	2,296	64.0%
County	5,495	3,595	65.4%
Municipal	688	185	26.9%
Other	59	39	66.1%
Total	9,831	6,115	62.2%

In addition, this office began efforts in rating bridge culverts the previous year. By the end of that year, this office had rated 108 out of 5801 culverts (or 1.9%). This past year has produced the following results to date:

Bridge Culvert Status (Culverts only, does not include Bridges)			
Owner	Total	Rated	% Rated
State	2095	300	14.3%
County	3245	223	6.9%
Municipal	609	8	1.3%
Other	6	0	0.0%
Total	5955	531	8.9%

The Bridge Rating and Load Testing office continues to refine both the gathering of information and the processing of that data. This office determines when the actual conditions and dimensions differ from those in engineering documents and uses this information to perform more exact analyses. An example of this is using actual concrete strengths from test cores as opposed to design values in the bridge analysis to increase or remove postings. Similarly, several bridges have had posting removed after reanalysis by more sophisticated finite element analysis methods. These procedures, along with load testing of currently posted bridges and replacing structurally deficient bridges have reduced the number of posted state-owned bridges from 27 last year to 22 now.

The Bridge Load Testing Section continued its efforts to load test currently posted bridges in order to open them for full legal loads. This office tested BIN 002672 (SR14 over Lubub Creek in Pickens County), BIN 005248 (SR49 over the Tallapoosa River in Tallapoosa County), and BIN 002682 (SR21 over the Southern RR in Talladega County) during the past year. In addition, this office removed posting from BIN 002676 (SR14 over the Sipsey River in Pickens County) and BIN 002579 (SR49 over Sandy Creek in Tallapoosa County) through detailed analysis in preparation for load testing.

The Department of Transportation Dive Unit is responsible for the federally mandated under-water inspection of all State-owned bridges and related marine structures. Underwater inspections are



essential to determine the structural integrity of the submerged elements of a bridge such as footings and piling, and to detect scour problems that could adversely affect the bridge foundation. The Dive Unit is responsible for the annual routine underwater inspection of more than 300 structures. In-house commercial divers, trained and certified to national bridge inspection standards, perform these inspections in all nine Divisions of the State.

Along with their duties of routine inspections on existing bridges, the Department's Dive Unit is also utilized by the other Bureaus as needed. The Construction Bureau calls on this unit to perform detailed quality control inspections during the construction and demolition phases of underwater portions of structures. These inspections are essential not only to determine the condition of the new bridge elements but also to assure that the waterway is safe for vessel navigation after the demolition of an old structure.

Employees in this unit work closely with Federal, State and county agencies throughout the State as time permits. This assistance is primarily in the form of underwater inspections. Underwater maintenance and special projects are also performed on structures owned by ALDOT and other public agencies. Along with these projects the Dive Unit was called upon to assist in the inspection and reconstruction efforts after Hurricane Katrina.

Due to a personnel shortage, the Dive Unit is utilizing contract divers to assist them with their underwater maintenance duties. With the assistance of Commercial Diving Services, Inc. of Mobile, Alabama, the Dive Unit was able to inspect over 350 bridges during the last fiscal year.

The Statewide Bridge Maintenance Section repairs and maintains bridges throughout the State as required to facilitate traffic on Federal and State highway systems. Three separate bridge crews are prepared to mobilize at a moments notice to perform structural repair anywhere in the state. In the past year, bridge crews have repaired or reconstructed several substructures and superstructures to prevent closure or posting of high traffic volume routes. This Maintenance Bureau asset allows decisions to be made that best benefit the people of Alabama with a minimum of response time.

Below is a partial listing of projects performed by statewide bridge maintenance crews in this past fiscal year:

- 1) Constructed Ferryboat landings at Gees Bend in Wilcox County.
- 2) Drove steel pilings to replace rotten timber in bridges on US 278 in Cleburne County.
- 3) Reset roller bearings on bridge over the Chattahoochee River on US 84 in Houston County.
- 4) Reconstructed bridge bent destroyed by truck wreck on I-85 in Macon County.
- 5) Repaired cracked bridge bent caps on US 231 in Pike County.
- 6) Built additional substructure in order to remove posting on 21 in Lowndes County.
- 7) Removed and replaced settled end of bridge culvert on AL 95 in Henry County.
- 8) Rebuilt various bridge joints in various locations statewide.
- 9) Rebuilt various concrete girder ends in various locations statewide.
- 10) Removed drift at various locations statewide to prevent scour.
- 11) Sealed bridge joints at various locations statewide.
- 12) Provided support to bridge load testing in various locations statewide.
- 13) Provided support to statewide drill crew.
- 14) Spot painted various bridges statewide to stop localized corrosion section loss.
- 15) Sealed various bridge decks statewide.
- 16) Repaired or replaced collision damaged bridge rail at various locations statewide.

## **BUREAU OF MATERIALS AND TESTS**

The Bureau of Materials and Tests is responsible for the effective selection and control of all materials used by the Department in road and bridge construction. It is subdivided into five divisions of responsibility: Administrative, Materials, Testing, Geotechnical, and Pavement Management.

### **Materials Division**

The Materials Division consists of the Pavement Design Section, Certification Section (IAS&T), and Nuclear Gage Laboratory.

The Pavement Design Section has responsibility for the most economical selection of materials used in the various layers of the pavement structure in accordance with the latest AASHTO design standards. During the fiscal year 2005-2006, the Pavement Design Section reviewed and approved 172 pavement structural designs on State and County projects and processed 115 addendums for previously approved pavement structural designs.

During the fiscal year 2005-2006, the Certification Section conducted the Independent Assurance Sampling and Testing Program on 970 miles of roadway construction for compliance with specifications. Certification to the Federal Highway Administration of the materials used, along with the quality of construction for the above work, included 105 concrete structures, 9 signalization projects, 3 guardrail projects, 6 highway lighting projects, 4 safety improvement projects, 2 landscaping project, and 3 structure removal project.

During the fiscal year 2005-2006, the Nuclear Gage Laboratory repaired 40 and recalibrated 68 nuclear gages owned by the Alabama Department of Transportation. In addition, 402 Department-owned nuclear gages were leak-tested. These tests were performed semiannually to ensure the integrity of the radioactive source encapsulation. Training and testing is being done by the National Center for Asphalt Technology at Auburn University. Certification is being done by the Bituminous Engineer in the Hot Mix Asphalt Laboratory.

### **Testing Division**

The Testing Division, or Central Testing Laboratory, is divided into seven Sections: Bituminous, Liquid Asphalt, Concrete, Aggregate, Soils, Physical, and Chemical. The Testing Division has the responsibility and capability for testing and inspecting all materials used by the Department of Transportation for roadway and bridge construction and maintenance. The Testing Division is a source of information and assistance for the other Bureaus and Divisions of the Department, the various roadway and bridge contractors, and materials producers/vendors.

The Testing Division is composed of nine laboratories, each with its own area of expertise and responsibility. It is fully AAP accredited and serves as the Statewide reference laboratory in dispute resolutions. Each of the laboratories receives routine AASHTO Materials Reference Laboratory (AMRL) and ASTM Cement and Concrete Reference Laboratory (CCRL) on-site assessments and participates in applicable proficiency sample testing during the year to ensure test procedure and equipment compliance with all AASHTO Accreditation Compliance Documents. All laboratories have received excellent ratings and the Central Laboratory has been reaccredited for the year. Laboratory technicians are trained to perform all required tests. The testing facilities and offices for the Testing Division are located on Fairground Road in Montgomery. There are also nine Division Laboratories located throughout the State that work very closely with the Central Laboratory.

### **Geotechnical Division**

The Geotechnical Division consists of the following three Sections: Foundation Investigation, Design, and Hazardous Materials. The Geotechnical Division has responsibility for making recommendations concerning: substructure type for bridge foundations, investigations for bridge culvert foundations; remedial actions for landslide corrections; preparing basic soil data for use by contractors in signing, high mast light pole and signalization projects; soil bearing capacity for retaining walls; slope stability calculations for cuts and fills; fill settlement analysis; bridge scour evaluations; lime sink investigations; underground storage tank and hazardous materials investigations; and corrective action recommendations. This Division also has the responsibility for early recommendations involving geologic hazards during the corridor stage of project development, Wave Equation Analysis

and Dynamic Testing on pile foundations for construction, and coordinating the Bureau's environmental activities and responsibility with other Bureaus.

During fiscal year 2005-2006, the Geotechnical Design Section prepared 18 bridge reports with recommendations to the Bridge Engineer. Also, the Design Section generated 4 slide corrections, 1 soft soil study, 4 slope recommendation reports, 17 sign, signal pole, and high-mast light foundation reports, and 3 retaining wall reports. Twenty-one site specific geo-hydrological reports were prepared for future construction sites. Twenty-eight Wave Equation Analyses, 25 dynamic tests and 22 dynamic re-strikes were completed for pile driving hammers in use at on-going project locations.

In addition, the Geotechnical Division's Consultant Geotechnical Engineers conducted subsurface foundation investigations for 59 projects, which included 13 bridges, 23 soil surveys, 8 retaining wall projects, 5 slides, 3 lighting, and 8 special projects.

The Foundation Investigation Section conducted subsurface foundation investigations for 18 bridge projects, 17 soil surveys, 4 slope studies, 4 culverts, 23 sign/lighting projects, 6 earth slide studies, 2 retaining wall projects, and assisted with sampling at 1 hazardous materials site. The total footage drilled for these projects was 14,037 feet.

The Hazardous Materials Section provided hazardous materials clearance for 39 projects; generated 13 reports of intrusive investigations at underground storage tank or hazardous materials sites; managed 16 corrective action sites, of which 2 were closed out during 2006; and performed 93 environmental audits of Department facilities.

### **Pavement Management Section**

The major responsibility of the Pavement Management Section is to develop, support, and manage the Department's pavement management system through the collection of pavement performance data, the maintenance of the system's database, and management of the system's reporting activities.

The Pavement Management Section has partnered with the Manufacturing Information Technology Center at the University of Alabama to develop HYDRA, the Department's next generation pavement management system. The new system will allow greater access to pavement performance data for research and enhanced reporting, including integration with the Department's geographical information system. Pavement condition data is collected by Pathway Services, Inc. on the state route system once every two years on the national highway system annually.

The Pavement Parameters group in the Pavement Management Section made friction resistance measurements on the Interstate routes in the State, on all State routes in four Divisions as well as monthly measurements at the NCAT Test Track. The Department's two pavement friction testers were calibrated at the Texas Transportation Institute. International Roughness Index data was collected on non-state route HPMS sample sections in five Divisions.

Structural capacity testing of pavement layers using a Falling Weight Deflectometer (FWD) was completed on proposed Interstate maintenance projects and on maintenance resurfacing projects in each Division. Monthly FWD testing was also performed at the NCAT Test Track. The Departments two FWDs were calibrated at the regional test facility located at the Texas Transportation Institute.

### **BUREAU OF OFFICE ENGINEER**

The Bureau of Office Engineer is the Office of Record for the Alabama Department of Transportation (ALDOT) and acts in an advisory capacity to the Transportation Director, Chief Engineer's Office, Bureau Chiefs, and Division Engineers in matters of finance and administration of federal funds and in other areas pertaining to the general function of ALDOT.

The Bureau is also responsible for coordinating all Federal Disaster Relief Funds and Emergency Relief Funds with the Federal Emergency Management Agency (FEMA) and the Federal Highway Administration (FHWA), respectively. The Bureau also coordinates with various division offices the programming for projects that ALDOT must undertake relative to these emergency situations. The Bureau submits plans and other documents as needed for approval on these projects.

The Bureau is divided into three primary sections: Engineering and Authorizations, Plans and Proposals, and Contract Preparation and Review. The Bureau currently employs approximately 35 personnel. The Bureau uses four software systems from the AASHTO TRNSPORT software suite to

accomplish its objectives. The Proposal and Estimates System (PES) is used to allow division and central office personnel to estimate projects, provide project estimate data to FHWA, and create proposals and electronic bidding files for contractors. The Letting and Award System (LAS) enables the Plans and Proposals Section to electronically create notices to contractors, track proposals, manage proposal addendums, maintain a list of bidders, gather bid tabulation information, prepare bid review data, and provide contract price estimates to FHWA. Contractors use the program Expedite to prepare their proposal bids electronically. The final piece of software, Decision Support System (DSS), provides the Bureau the ability to do market-share analysis, collusion detection, bid review, and historical price calculations for estimating purposes. The Bureau has implemented Internet bidding.

### **Engineering and Authorizations Section**

The Engineering and Authorizations Section is charged with developing and maintaining special knowledge and technical capability in the areas of plan reviews, project cost estimating, federal funding, subletting, labor compliance, and federal and state laws. The Section provides detailed information and advice to other bureaus and divisions within ALDOT, as well as FHWA.

This Section consists of four subsections: Engineering, Bid Review, Subcontracting and Labor Compliance, and Authorizations and Agreements.

The Engineering Subsection performs final plan reviews and coordinates the proper resolution of all resulting comments and suggestions prior to the development of the final State's estimates, which are part of the Plans, Specifications, and Estimate (PS&E) assemblies submitted to FHWA for authorization. Additionally, the Subsection coordinates the efforts of other bureaus and divisions in producing all necessary municipal and county resolutions, lighting and signalization agreements, environmental clearances, right-of-way certificates, and utility certificates to ensure that all applicable legal clearances are obtained for each project prior to advertising for bids.

The Bid Review Subsection tracks and analyzes the competitive activities of contractors, vendors, and suppliers within the Alabama economic environment. This Subsection also reviews contractor bid data and provides assistance to the Bid Review Committee in evaluating contractor bids received each letting.

The Subcontracting and Labor Compliance Subsection, in FY 2006, approved 1,738 subcontracts totaling \$247,577,671.00. Approval processes involve checking for applicable insurance certificates, checking subcontracts for pertinent information that is required by federal and/or state regulations, and having direct communication with prime contractors, subcontractors, and insurance representatives. Individual project decisions involving compliance or noncompliance with federal regulations or how to classify certain types of activities are made by this Subsection.

The Subcontracting and Labor Compliance Subsection is also responsible for aiding division personnel in their reviews of labor payrolls to ensure compliance with state and federal regulations regarding payment of minimum wage rates on all federal-aid highway construction contracts. Recommendations for new wage rates are submitted through this Subsection to the U.S. Department of Labor for approval. Various reports are prepared and submitted to FHWA on labor interviews, violations, and investigations. Contractors are advised concerning policies and procedures of labor compliance and federal regulations governing same. All contract supplemental agreements, change requests, and time extension requests are processed through this Subsection.

The Authorizations and Agreements Subsection maintains financial control of the various classes of federal-aid highway funds and obligation authority apportioned and allocated to Alabama. Status records of the amounts suballocated to each of the sixty-seven counties are also maintained in the Subsection. This Subsection has extensive responsibility for the administration of projects for which state officials act on behalf of federal officials to issue certain approvals and authorizations.

Requests for FHWA authorization and funding for all federal-aid preliminary engineering, right-of-way, utility relocation, and construction projects are prepared in this Subsection. Project authorizations and budget requests are processed through the CPMS system, and the appropriate divisions and bureaus are notified via e-mail. This Subsection exercises the management control to see that project agreement estimates are prepared with all non-contract items properly shown, and to ensure that proper federal funding is requested.

### Plans and Proposals Section

The Plans and Proposals Section is responsible for conducting transportation lettings, processing applications for pre-qualification from contractors who wish to bid on work let by ALDOT, providing reprographic and printing services for ALDOT divisions and bureaus, and providing records management services and oversight for ALDOT.

The Plans and Proposals Section is comprised of three subsections: Proposals, Contractor Pre-qualifications, and Records Management.

The Proposals Subsection is responsible for conducting transportation lettings, typically on a monthly basis. Proposal packages are created, plans are reviewed, and both are printed and sold to contractors for their use in submitting bids for the construction of all projects. During the past fiscal year there were 16 lettings held that included 344 projects with 959 responsive bids received. A total of 338 projects were awarded in the total amount of \$655,558,356.50. The 16 lettings in Fiscal Year 2006 may be summarized as follows:

#### FISCAL YEAR 2006

##### INTERSTATE/NATIONAL HIGHWAY SYSTEM PROJECTS

53 Awarded Totaling.....	\$ 297,571,292.21
1 Rejected Totaling.....	167,564,791.46

##### APPALACHIAN DEVELOPMENT PROJECTS

2 Awarded Totaling.....	13,556,983.69
0 Rejected Totaling.....	0

##### SPECIAL PROJECTS/FOREST HIGHWAYS/PUBLIC LANDS

6 Awarded Totaling.....	3,964,461.01
1 Rejected Totaling.....	2,295,396.00

##### OTHER FEDERAL-AID PROJECTS

212 Awarded Totaling.....	270,259,915.06
3 Rejected Totaling.....	8,508,865.23

##### STATE FUNDED PROJECTS

19 Awarded Totaling.....	28,238,353.01
0 Rejected Totaling.....	0

##### STATE MAINTENANCE PROJECTS

46 Awarded Totaling.....	41,967,351.52
1 Rejected Totaling.....	66,766.67

TOTAL AWARDED: 338.....\$ 655,558,356.50

TOTAL REJECTED/FORFEITED: 6 .....\$ 187,004,684.56

TOTAL NON-RESPONSIVE: 0

Because of the necessity for the production of large quantities of plans for all phases of transportation work, the Bureau maintains in this Subsection the necessary personnel and equipment to reproduce large quantities of engineering drawings. The Subsection also provides large volume printing services for such materials as training manuals and recruiting packages.

The Contractor Pre-qualification Subsection approved 422 contractors to bid on highway construction projects let by ALDOT. The annual approval process requires the review of applications that include confidential financial statements, and equipment and recruiting experience questionnaires.

The Records Management Subsection is a newly formed unit responsible for working with the State Records Commission and the various ALDOT divisions and bureaus to develop and implement a records management policy. The subsection has developed and received approval of Records Disposition Authorities for 12 of ALDOT's 30 operational units. Each Records Disposition Authority is intended to give guidance for records retention and destruction activities.

The Subsection has worked closely with the Computer Services Bureau to develop a digital records archive of ALDOT's important engineering records. These records are available to appropriate ALDOT employees throughout the state via ALDOT's intranet system. The Subsection is also working to develop digital workflow systems and policies in order to capture and archive ALDOT work products at appropriate intervals in the development process.

### **Contract Preparation and Review Section**

The Contract Preparation and Review Section is the administrative branch of the Bureau of Office Engineer. This Section is responsible for the preparation of contracts and the award and issuance of work orders for ALDOT construction projects.

## **THE BUREAU OF PERSONNEL AND COMPLIANCE**

In order to create a more efficient operation to manage the various human resource functions, including the personnel functions, the Transportation Director announced the merger of responsibilities of the Department's Human Resources Bureau with the responsibilities of the Personnel Bureau, effective February 4, 2006; in effect, creating the Department's Bureau of Personnel and Compliance. The Bureau is organized into the following sections with the responsibility for providing complete Personnel and Equal Employment Opportunity services to the Department: Office Administration, Transactions, Recruiting, Risk Management, Employee Assistance Program, and Compliance.

The Personnel Section coordinates between the State Personnel Department and the Bureaus and Divisions of the Alabama Department of Transportation personnel requests for all hiring, separations, and/or disciplinary actions. In addition, the Bureau is responsible for facilitating the handling of all appointments, payroll submissions, and related personnel programs. This section maintains employee records and handles personnel action procedures for approximately 4548 employees in 100 different job classifications during the past year. During this fiscal year period, the average \*bi-weekly/semi-monthly payroll was \$6,249,702.24.

The general organizational structure of the Alabama Department of Transportation is shown in the statistical Section of this report. Included in this report is a listing of the principal subdivisions and chief officials of the Department of Transportation, personnel and payroll comparisons for the last two fiscal years, monthly totals of appointments and separations for the last fiscal year, and comparative annual figures on appointments and separations. The personnel and payroll comparisons include all non-status personnel.

### **Compliance**

The Compliance Section of the Personnel and Compliance Bureau was established as the result of a merger of the Personnel Bureau and the Human Resources Bureau. The Compliance Section was formed in February 2006. The Compliance Section operates under the direction of the Assistant Director of Transportation's office in accordance with directives from the Chief of the Personnel and Compliance Bureau. The Compliance Section is primarily responsible for maintaining the administration of a continuous EEO/Affirmative Action Program for the Alabama Department of Transportation (ALDOT). The program is designed to implement federal and state laws as well as regulations issued



by federal agencies regarding EEO requirements.

The Compliance Section is organized into six operational units which have the responsibility of covering Title VI and VII of the 1964 Civil Rights Act. The Compliance Section is composed of the following units: (1) Contract Compliance/OJT (2) the Disadvantage Business Enterprise Program/Supportive Services, (3) Consent Decree, (4) Title VII, (5) Title VI, and (6) Internal Programs.

\* Due to approved legislative action, payroll periods were changed from the *bi-weekly* accounting period to the *semi-monthly* period effective March 4, 2006.

#### 1. Title VII Program

In accordance with the 1964 Civil Rights Act, the Title VII program ensures departmental compliance with discrimination compliant and procedures. The Title VII program investigates employee complaints, including those alleging discrimination, by following established procedures, which include: conducting interviews, reviewing documentation, researching applicable state/federal laws and Departmental policies/protocol to determine recommendations for resolution of complaints. Also, it maintains records of complaints and investigations.

Within this reporting period, ALDOT was under the auspices of a Federal Court ordered consent decree, which governed the manner, nature and the scope of Title VII activities undertaken. The consent decree modified the standard process for investigation of complaints regarding discrimination, which were in accord with the Alabama Department of Personnel policies. The consent decree allowed for extended due process investigative procedures. Accordingly, the Title VII unit received approximately, forty six (46) complaints; resolved twenty four (24); and had twelve (12) pending complaints at step three.

#### 2. Title VI Program

The Title VI program is in accordance with the 1964 Civil Rights Act as amended, the nondiscrimination provisions apply to all programs and activities of federal aid recipients, sub-recipients, and contractors regardless of tier. The obligation to not discriminate is based on the objective of Congress to not have funds which were collected in a non-discriminatory manner used in ways which subsidize, promote, or perpetuate discrimination based on race, color, and national origin.

The performance mission of the Title VI unit entails conducting reviews of each operational unit within the ALDOT organizational structure which impact on the disbursement of federal funds to entities that are designated as recipients of such funds. In performing the reviews, the Title VI unit will analyze environmental impact documents and various administrative documents to determine the existence of Title VI violations. In addressing its mandate to monitor public involvement in the ALDOT decision making process, the unit attended four (4) public meeting that had Title VI implications on minority communities. During this time period there were 38-40 meetings conducted and all were monitored. Additionally, the unit attended five (5) MPO meetings and monitored the minutes of 40-45 meetings for Title VI implications.

The Title VI unit ensured the placement of all ALDOT policies were posted on the internet and in the various Division locations. The unit has developed brochures which explain the Title VI process in English and Spanish which will be disseminated throughout specific communities.

#### 3. Consent Decree Unit

ALDOT established the Consent Decree Unit (CDU) to collect, analyze, and disseminate reports data, documents and exhibits associated with the compliance of the federal imposed court order related to the Reynolds vs. Alabama Highway Department litigation. Additionally, the CDU serves as a liaison with departmental divisions, internal/external legal counsel, and the Alabama Department of Personnel regarding matters associated with the consent decree.

The CDU unit established the electronic process for the production of associated materials on a CD format which allowed for the dissemination of documents in a user friendly manner. Also, the unit provided numerous exhibits, documents, and reports that have assisted with the achievement of compliance with the federal court order.

The Alabama Department of Transportation is a recipient of Federal Highway Administration (FHWA) federal funds for the construction of highways and bridges, and is required to assure Equal Employment Opportunity (EEO) on all federal-aid highway construction contract provisions. The assurance of compliance with the EEO contract provisions are conducted in accordance with a contract compliance review process, which is undertaken by the Contract Compliance Unit.

#### 4. Contract Compliance/OJT

The focus of contract compliance reviews are: EEO, Disadvantaged Business Enterprises (DBE) and has a superseding interest and responsibility to ensure EEO on federal-aid contracts.

The Contract Compliance Program is primarily related to the administration of federal-aid highway construction contracts as well as a major EEO program developed and implemented as required by the Federal Highway Administration to ensure equal employment and equal opportunity in training and subcontracting by contractors awarded federal aid projects by the Alabama Department of Transportation.

The nine Division Contract Compliance Officers and the Contract Compliance Coordinator reviewed nineteen (19) contractors and thirty two (32) federal-aid construction projects for compliance with FHWA form 1273 nondiscrimination contract provisions. All reviews were determined to be in compliance.

A. On the Job Training Program (OJT)

The ALDOT Compliance Section's OJT Program has a requirement as specified by the Code of Federal Regulations (CFR) 23 to ensure that individuals designated as under represented have access to training and employment opportunities on federally assisted highway construction projects. The monitoring of the projects require the submission of monthly reports that are compiled into an annual report for the Federal Highway Administration (FHWA), which lists by classification, race, gender, and the training accomplishments of the contractors. ALDOT has submitted its annual report to FHWA of the OJT program for review and approval for calendar year 2006.

During this reporting period the OJT Program had one hundred forty-five (145) enrollees in the program; of this number eighty-five (85) were minority and twenty-three (23) were female initial enrollees. Additionally, the program had forty-six (46) Hispanic trainees; one (1) American Indian and one (1) Asian Pacific trainee. There was a total of thirty-five (35) white male trainees.

There were a total of ninety-two (92) trainees that graduated from the program for the 2006 calendar year. With regard to the number of graduates, fifty-nine (59) were minority males; fourteen (14) were females; and nineteen (19) were white males.

5. Disadvantaged Business Enterprise Program (DBE)/Supportive Services

The Disadvantaged Business Enterprise Program was successful in exceeding its goal of 9.54% percent for FY 2005-2006. For the FY 2006, a total of 49 businesses were certified as DBE's. The DBE unit received 71 new certifications request. A total of 49 firms were certified: 17 firms were denied certification; 0 firms were decertified.

A. Supportive Services

The Supportive Services component of the DBE program is charged with the responsibility to provide technical assistance to developing DBE's who qualify to conduct business with ALDOT in conjunction with prime contractors or as a stand alone prime contractor. The provision of services provided to DBE's is administered in collaboration with five Historically Black Colleges and Universities (HBCU). Collectively, the institutions provided technical training courses to one hundred-forty five (145) individuals representing various DBE business entities.

6. Internal Programs

The Internal Programs unit of the Compliance Section is primarily responsible for the development and monitoring of the ALDOT Affirmative Action Plan (Plan). The Plan denotes the steps that the Department will undertake to address the disparities in the hiring, promotion, and retention of minorities and females in the workforce. The Plan is annually compiled and reviewed by the Department's administration prior to submission to Federal Highway Administration for approval.

The unit is also responsible for the application of the Americans with Disabilities Act (ADA) laws. The unit is required to develop a Self Evaluation and Transition Plan. The Plan is a self imposed analysis of the current level regarding compliance that the Department has achieved in addressing the requirements of the ADA. Within this reporting period, the FHWA provided a two day training course on the application and imposition of the ADA Laws. The unit is implementing the first stage of the Plan development, which entails (a) development of an ADA Advisory Committee, (b) developing a survey tool, and (c) establishing a timeline for implementation.

Additionally, this unit is responsible for the monitoring of various contractual agreements with vendors furnishing services related to workforce development pools and youth transportation programs.



ALDOT entered into an agreement with OIC to train individuals on the usage of heavy highway equipment. During this reporting period, the program enrolled 94 trainees and 81 completed the program.

The Youth Transportation program is designed to expose high schools to the transportation industry as a career option. The program is administered during the entire school year in cooperation with the University of Alabama at Birmingham. The program is designed to accommodate one hundred (100) students. The Tuskegee University in conjunction with the FHWA conducts a resident summer youth transportation program, whose objectives are of a similar nature.

### **Recruitment**

The Alabama Department of Transportation (ALDOT) offers many rewarding careers encompassing a variety of disciplines. We at ALDOT believe that our most valuable assets are our employees. Thus, the ALDOT Personnel Bureau's Recruiting Section is responsible for providing the Department with a qualified applicant pool of candidates for employment consideration within this agency. We steadfastly adhere to a diverse workforce.

The ALDOT Personnel Bureau's Recruiters continuously recruit at college/university and military career events within Alabama, throughout the Southeast, and other parts of the United States. Recruiters work on special projects, as well as speak at college/university career-related events. Additionally, Recruiters reach out to high schools throughout the state to augment ALDOT's potential work force. The Recruiting Section also manages the Student Aide and Office Occupational Student Trainee initiatives.

The bottom line to our success is our employees. Consequently, the Recruiting Section maintains communication with approximately 4,500 employees to inform each of transfer opportunities, promotional opportunities, and other new job-related opportunities that allows each employee personal/career growth.

### **Risk Management**

The Personnel Bureau authorizes an Assistant Bureau Chief/Designated Employee to administer the Alabama Department of Transportation's Risk Management Section.

Risk Management coordinates with the Department of Finance, Division of Risk Management (DORM) that administers the State Employee Injury and Compensation Trust Fund (SEICTF) program. The Section acts as a liaison to expedite all matters relating to needed services for injured employees, and may provide a representative who serves on the SEICTF Review Board Committee, as necessary. For Fiscal Year 2005-2006, total claims reported were 654 with no fatalities. The total of payment for benefits paid was \$618,987.49. The total Reserves for the above claims were \$984,514.57.

The Risk Management Section coordinates various programs for the Department. Two significant programs include providing Safety Informational Assistance to the various Divisions and Bureaus and the Drug and Alcohol Testing Program for Commercial Drivers Licensed (CDL) employees. Providing Safety Information Assistance is accomplished by maintaining an extensive Safety Video Training Library for the Department's numerous Sections usage. In addition, the Section directs the federally mandated CDL Drug and Alcohol Testing Program for over 950 CDL Drivers in the Department. The program is successful with just above one percent of all tested participants showing positive test results; in line with the national average.

Another important program Risk Management coordinates is the Health Watch Program. Working with the Alabama Department of Public Health, the Section coordinates the Central Office's Wellness Programs: blood pressure screenings; immunization program, which provides Flu, Tetanus, and Pneumonia immunizations when available.

Relating to other State-sanctioned programs, the Section coordinates for the Central Office Complex the bi-annual American Red Cross and Life South Blood Drives.

### **Employee Assistance Program**

The Department of Transportation recognizes that a wide range of problems not directly associated with one's job function may have an adverse effect on an employee's job performance. The Department's Employee Assistance Program provides the Department personnel the opportunity for

any needed counseling, assessment, or referral activities to enhance their well-being. The program is designed to assist in the identification and resolution of problems associated with employees impaired by personal concerns including, but not limited to, health, marital, family, financial, alcohol and drug abuse, emotional, stress, or other personal concerns which may adversely affect employees' job performance. The decision to seek help for any of these problems is an individual matter, but it is in the best interest of the employee and the Department if problems are addressed and treated at the earliest possible date.

Referrals to the Employee Assistance Program may be made by employees (self-referrals) or supervisors (supervisory referrals). The decision to accept assistance is the responsibility of the employee. An employee's participation in the program is voluntary; even those referred by their supervisor. All services provided by the Employee Assistance Program are confidential.

### **OFFICE OF PUBLIC AFFAIRS**

The Public Affairs office directs and participates in a campaign to inform and educate the public as well as Department personnel on activities of the Department of Transportation through the news media and personal contact. This office responds to and works with the news media, members of the Legislature, and other State agencies to respond to questions and provide timely information. This office is also responsible for special events and projects, as well as writing news releases, other materials for publication, speeches, and making presentations to appropriate audiences. The Public Affairs office also writes and publishes an in-house Newsletter. The Director, Assistant Director, or the Chief Engineer may direct personnel of this office to perform various other duties as they deem appropriate. This office currently has three full-time employees, and one temporary Clerical Aide.

### **BUREAU OF RESEARCH AND DEVELOPMENT**

The Research and Development Bureau provides an interactive source of information for the other Bureaus and Divisions within the Department of Transportation. The Bureau is divided into two main divisions: Research and Product Evaluation.

The major responsibility of the Bureau of Research and Development is to emphasize the incorporation of new technologies and the implementation of research findings into the normal operations of the Department for increased efficiency with minimized effort. The primary missions of the Bureau are:

- (1) Initiate, administer, and conduct applied and developmental research studies designed to improve transportation system operations, materials, products, and technologies particularly related to the planning, design, construction, maintenance, and operations of the state's transportation systems.
- (2) Identify, synthesize, and assess related innovative research results, field tests, technologies, and products particularly related to the planning, design, construction, maintenance, and operations of the state's transportation system.
- (3) Coordinate the department's activities and identify specific implementation objectives and appropriate measures of attainment for the timely application or implementation of those research results, technologies, and products that may prove to be beneficial in the planning, design, construction, maintenance, and operations of the state's transportation system such as those research findings and/or products arising from the Strategic Highway Research Program.

The Bureau of Research and Development is organized to perform these missions through the coordinated activities of the Research Section and the Product Evaluation Section.

The Research Section oversees the Department's research activities, which are supported through the Federal Highway Administration's Highway Planning and Research program, and deals with all phases of highway operations including planning, materials, construction, and maintenance. During the 2005-2006 fiscal year, 48 continuing research projects were active which included 3 Transportation Pooled Fund Projects which partner with other states and for which Alabama was the lead. Also during this fiscal year, 21 research projects were completed or closed with their findings and implementation plans distributed nationally and archived in our extensive Research Library. Research

was conducted by researchers at state universities under the oversight of section personnel. The Research Program is conducted under the direction of the Research Advisory Committee.

The Product Evaluation Section acts as a data collection and correlation center for all items to be brought before the Product Evaluation Board as well as the keeping of all records, accounting and documentation. The evaluation of new products is reviewed and acted upon by the Product Evaluation Board. The Product Evaluation Board has the responsibility to act as a clearinghouse where proposals of manufacturers, producers, and others promoting new products, technologies, and processes for highway use can be reviewed and given proper consideration and disposition by the Department. One hundred and thirty three new products were formally submitted to the Board during this fiscal year. Of the 133 products submitted, 39 were approved, 22 were disapproved, 7 are being field tested, 2 were withdrawn, 1 had a conditional approval, 56 are currently under evaluation for approval and no action was taken on 6. The Product Evaluation Section has the responsibility of delegating the testing and evaluation of products submitted to the Product Evaluation Board along with the actual field testing of certain products. Cable guardrail systems, signal heads, concrete overlay systems, concrete patching materials, wattles, concrete anchoring systems, erosion control blankets, asphalt release agents, message boards, reflective sheeting, and truncated domes were among some of the items tested and evaluated.

The Product Evaluation Section is also responsible for the evaluation of experimental projects now active on construction projects in Alabama. Two projects are active this year. Inspections are made periodically throughout the year on each of these projects.

## **BUREAU OF RIGHT OF WAY**

### **Responsibilities**

The Bureau of Right of Way is responsible for acquiring property for the construction or improvement of the State Highway System and for inventory and management of these properties. This responsibility includes relocation of individuals, families, and businesses displaced by these transportation projects.

### **Organization**

There are currently 25 people employed in the Bureau. It is organized into 4 Sections, which handle (1) Administrative/Clerical; (2) Appraisal Review, Appraising; (3) Engineering; (4) Relocation Assistance, Property Management, and Acquisition.

### **Activities**

During the fiscal year 2005-2006, expenditures for the Right of Way Bureau amounted to \$23,695,824, which include attorney fees, appraiser fees, staff appraiser costs, court costs, negotiated right-of-way purchases, Probate Court awards, Circuit Court awards, relocation costs, and miscellaneous costs. The Bureau acquired 469 parcels of land during this period on all State road systems. Of this number, 79 percent was obtained through negotiations with the property owners and 21 percent was acquired by condemnation, with many tracts in this category reaching court because of title defects rather than lack of agreement with property owners.

During the fiscal year relocation payments to individuals, families, businesses, farms, and nonprofit organizations amounted to \$2,021,537.

The Property Management Section is responsible for handling sales of uneconomic remnants, right-of-way and access rights, leasing of land and structures acquired prior to the construction contract, and recording oil and gas leases. Proceeds from land leases, oil and gas leases, uneconomic remnants and excess property on closed projects are credited to US Code Title 23 funding. Open project proceeds are credited back to the project. Land leases (99) generated \$151,303, and oil and gas leases (15) generated \$511,498 in revenue for fiscal year 2005-2006. Rental receipts from acquired properties totaled \$16,920. Income derived from the sale of uneconomic remnants, right-of-way and access rights were in the amount of \$599,350. The State received \$144,613 from the sale of structures.

The Right-of-Way module for the Comprehensive Project Management System (CPMS) implemented in July, 2005 has been a successful tool for processing and tracking Right of Way activities. This system is designed to handle large volumes of data and allow for easy access to information about right-of-way projects.

The Appraisal Review Section of the Right of Way Bureau reviewed 236 appraisals of right of way tracts located throughout the State. This total was comprised of 174 Administrative Reviews (73.73%) and 62 Technical Reviews (26.27%). This section performed 11 Compliance Reviews (Uniform Standards For Federal Land Acquisitions) on real property appraisals submitted by other State Agencies. In addition to the noted appraisal reviews, this section provided six (6) short form acquisition appraisals and sixteen (16) Waiver Valuations of needed rights of way in support of Division Right of Way Project Acquisitions.

This Section approved agreements totaling \$737,830.00 with independent fee appraisers for right of way real property acquisition appraisals of 365 tracts throughout the State. This compared with \$660,738.00 in approved appraisal agreements for 269 tracts in FY 2005. The average per tract appraisal cost dropped from \$2,456.00 in FY 2005 to \$2,021.00 in FY 2006. In FY 2006, 182 tracts of right of way were valued by use of Appraisal Waivers prepared by right of way Division and Central Office staff personnel. The inclusion of these tracts, which did not require traditional appraisals, brings the total tract count to 547 and lowers the per tract appraisal cost to \$1,349.00. Although not a totally accurate indication of per tract appraisal costs (staff salary/overhead, etc.), it does indicate a significant savings to the Department which would be incurring those related personnel costs if outside appraisers were assigned to the waiver tracts.

Other notable services provided to the Department by this section in FY 2006 involved the contracting and review of acquisition appraisals of properties involved in the Coliseum Plume Contamination Clean-Up Project in Montgomery County for the Materials & Tests Bureau. Additionally, the Aeronautics Bureau was assisted in the contracting and review of Market Rent Studies by independent real property appraisers involving the St. Elmo, Danville, and Bay Field Airport Properties in Mobile and Lawrence Counties.

The Engineering & Mapping Section prepares right-of-way maps, deed descriptions, and property sketches showing right-of-way or easements to be acquired. The recent implementation of the new web-based software package, NetSpex has streamlined the production process, improved workflow between Design and Right-of-Way personnel, and aided in the production of a more standard and consistent work product.

The section also oversees the production of maps generated by Divisions and consulting firms and reviews their work for accuracy and consistency. This process has been improved significantly as more and more users statewide have begun using the CPMS Right-of-Way module, making it possible to track project status by accessing the CPMS records directly, rather than the old painstaking manner of inquiring through email and phone calls. This timesaving process has also improved the overall workflow statewide.

In the last year, the Engineering and Mapping Section has also acquired new CADD workstations and gained additional personnel to operate them, bringing the section to full capacity for the first time in several years. The addition of these qualified CADD operators has made it possible for the section to take on more of the production work in-house, rather than outsourcing the work to consultants, therefore resulting in a cost saving to the State.

## **BUREAU OF TRAINING**

The purpose of the Alabama Department of Transportation is to construct and maintain safe and efficient roadways and bridges for the traveling public. In order to accomplish this goal, the department provides commensurate training to its employees.

The Training Bureau provides many opportunities for employees to develop knowledge, skills, and abilities through various training and employee development programs: Employee Development Program, EDP Orientation – EA Hands-On-Rotation, Fundamentals of Engineering/Professional Engineering Program (FE/PE Review Course), Engineering Training Orientation Program, and E-Learning. The Training Bureau operates under the leadership of the Transportation Director's Office.

### Employee Development Program (EDP)

The EDP is designed to ensure and document that ALDOT provides equal and fair opportunities for all employees to develop job skills important for career advancement. Employees are given opportunities to learn how to perform assignments or duties that would prepare them for examination or promotion in their logical career path. Employees participating in the EDP receive both classroom and on-the-job (OJT) instruction. During the fiscal year 2005-2006, the reported training reflected 2346 ALDOT employees participated in 187 EDP modules and completed 40695 classroom hours of instruction. This total does not reflect any of the on-the-job (OJT) training hours.

### EDP Orientation – EA Hands On Rotation

One of ALDOT's requirements for a newly hired employee in the Engineering Assistant (EA) classification is that the employee will complete a *Hands On Rotation* within three (3) months on the job. The *EA Hands On Rotation* consist of a thirteen (13) day rotation through the following areas: four (4) days on a construction project, one (1) day in the location section, one (1) day in the design section, four (4) days in the Materials and Tests section, and three (3) days in Analysis and Planning. During the fiscal year 2005 – 2006, documentation indicates twenty-one (21) EAs completed the *Hands On Rotation* training activity.

### Fundamentals of Engineering/Professional Engineering Program (FE/PE)

The FE/PE Exam Review Course (study session) is a self-study course which lasts for eight (8) consecutive weeks. ALDOT provides the study materials (e.g. manuals, books, etc.). Each course participant is allowed one work day per week, eight hours a day, to study for the exam. ALDOT employees planning to take the FE/PE examinations have the opportunity to register twice a year for the FE/PE review course study sessions. The spring and fall sessions begin eight (8) weeks prior to examination. The maximum number of training hours is sixty-four (64) per course session. A practice test is administered half way through the course to assist the participants with their preparation for the actual examination.

Summary of all FE/PE Participants for 2006				
PERIOD 1/06 – 12/06	Employees who participated in the FE/PE Study Review Course (Study Session) 2006		Employees who Independently Studied for the FE/PE Review Course (Study Session) 2006	
	FE	PE	FE	PE
TOTALS	44	22	15	18

**Engineering Training Orientation Program (ETOP)**

Professional development is fundamental to producing top quality engineering personnel in ALDOT. This kind of development is achieved through many transportation engineering related work experiences. While working in areas such as highway location and construction surveying, road and bridge design, road and bridge construction, maintenance, materials and tests, an ALDOT employee can gain experience fundamental to their professional development.

The ETOP is a series of work assignments rotating the entry level Civil Engineering Graduate (CEG) or Professional Civil Engineering Trainee (PCET) through various phases of highway Engineering.

Summary of all ETOP Participants for 2006		
Classification	Number of ETOP Participants	Completed Areas of Rotational Training
PCETs	31	41
CEGs	29	55
TOTALS	60	96

**E-Learning**

ALDOT offers online training, which includes training in the areas of: Desktop Applications, Microsoft Office, Networking and Operating Systems, Programming and Application Development, Web Development, Database Management, Design and Media, and Business Fundamentals with over 600 topics.

The Bureau has the opportunity to utilize many instructional resources in order to provide a diverse training course schedule. The training provided to employees is divided into three sections: Supervisory Skills, Technical Skills, and Professional Development Skills. The Training Bureau provides Skills Training to the employees by utilizing instructional sources such as the Federal Highway Administration (FHWA), the National Highway Institute (NHI), out-of-state agencies, universities/colleges, and private consultants. By utilizing a Distance learning System (Teleconferencing, Web-based training, Internet, and Intranet), the Training bureau will be able to continue providing employees with more training opportunities in a cost efficient manner.

**BUREAU OF TRANSPORTATION PLANNING AND MODAL PROGRAMS**

The Bureau of Transportation Planning is operated in cooperation with the Federal Highway Administration through State-matched Federal funds allocated by the Federal-aid Highway Acts.

The Transportation Planning Engineer directs activities of this Bureau. Cooperation, assistance, and advice in the performance of certain activities, and the preparation and presentation of data for the Federal Highway Administration and the Alabama Department of Transportation are received from representatives of the local, Atlanta, and Washington offices of the Federal Highway Administration.

The activities and responsibilities of Transportation Planning are carried out through four operating Divisions: the Surveying and Mapping Division; the Traffic Monitoring Division; the Special Studies Division; and the Statewide and Metropolitan Transportation Planning Division. A brief outline of the work performed by these Divisions is given below.

**Surveying and Mapping Division**

This Division is responsible for properly conducting field inventories of existing highways, county roads, and traffic generators; for the computer-automated drafting and design of maps of the 67 counties from the latest aerial photographs, U. S. Geological Survey Quadrangles, road inventory data, and field surveys; for the computer-automated drafting and design of city and urban area maps; for the computer-automated drafting, design, and preparation of State maps for use in the printing of



the Official State Highway Map and for use by the various State agencies; video logging of our State road system to provide an inventory record for signing, marking, and maintenance conditions, field data for planning studies and permit investigation, etc.; and for preparing maps, sketches, and various other items as requested by the Transportation Director, other Department of Transportation Officials, other State agencies, or the Federal Highway Administration.

### **Traffic Monitoring Division**

The Traffic Monitoring Division is responsible for the data collection and analysis of all coverage counts, both rural and urban, key station traffic counts, automatic (permanent) traffic recorders, and load meter (truck weight) studies. This Division also conducts traffic studies for highway and bridge design, justification of projects and routes, special studies, traffic signals and railroad grade crossing signals, and conducts other various studies as requested by the Transportation Director, other officials of the Alabama Department of Transportation, or the Federal Highway Administration. This Division also is responsible for collecting and submitting all traffic and weight data required by the Strategic Highway Research Program (SHRP). In addition, this Division maintains, installs, and repairs all traffic recording equipment.

### **Special Studies Division**

The Special Studies Division is divided into three major areas: Systems and Records, Project Management, and Fiscal and Statistical.

The Systems and Records Section is responsible for establishing and maintaining a uniform reference system for accident reporting; developing and maintaining the Highway Performance Monitoring System; determining and maintaining the Highway Functional Classification of all roads in the State; preparing and coordinating requests to the Federal Highway Administration in the development of the National Highway System; maintaining an up-to-date file on route descriptions and mileage for all road systems; preparing annual mileage tabulations on all road systems for submittal to the Federal Highway Administration; preparing documentation for changes in State, Interstate, and U.S. route systems; preparing and coordinating the Alabama Department of Transportation's Annual Report; preparing various reports, maps, tabulations, and charts as requested by the Transportation Director, other officials of the Alabama Department of Transportation, or the Federal Highway Administration; and performing various special studies as required.

The Project Management and Federal-aid Programming Section of the Special Studies Division is responsible for the development and maintenance of the Comprehensive Project Management System (CPMS), a client server-based, project, program, and financial-aid management system. It supports the Department's construction program by tracking project data and status from inception to completion, to include project financing and project scheduling. This Section prepares and submits the Statewide Transportation Improvement Program as required by FHWA, as well as the Five-Year Plan as required by the Joint Transportation Committee. Project information is provided on maps and reports as required. This Section coordinates the Department's Federal-aid program with FHWA and maintains status records of the various classes of Federal-aid highway funds and obligation authority apportioned and allocated to Alabama.

The Fiscal and Statistical Section of the Special Studies Division is responsible for preparation of tabulations showing the Alabama Department of Transportation income and expenditures; gross revenue collected from gasoline tax and how distributed; gross revenue collected from motor vehicle license fees and how distributed; operation and transaction of the highway sinking funds, county and city finances, motor vehicle registrations, certain requisitions, material receipts, and expense accounts; preparation of special reports and tabulations requested by the Transportation Director and other officials of the Alabama Department of Transportation or Federal Highway Administration; and preparation of requests to the Federal Highway Administration for reimbursement of the Federal portion of the operation expenses of the Bureaus of Transportation Planning, Research and Development, and Multimodal.

### **Statewide and Metropolitan Transportation Planning Division**

The Statewide and Metropolitan Planning Division is primarily responsible for assisting urbanized areas in developing comprehensive, cooperative, and continuing transportation plans as required by



USC Title 23, Sec. 134 and Sec. 135. There are twelve urbanized areas within Alabama, and Metropolitan Planning personnel work on a daily basis with Metropolitan Planning Organization (MPO) staffs in developing and administering their transportation programs offering general guidance and assistance in the development and preparation of the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and Long-Range Transportation Plan. This Division receives and reviews payment invoices from the twelve urbanized areas' MPOs for reimbursement on Federal Transit Section 5303 Funds and Federal Highway Administration Transportation Planning Funds.

In addition to carrying out functional classification of the adopted street network in each of the twelve urbanized areas, this Division also oversees the computer-modeling and traffic-forecasting techniques and processes utilized by Metropolitan Planning Organization staffs in the preparation of Long-Range Transportation Plan and offers training and technical assistance to MPO staffs.

In addition, this Division writes and maintains all agreements between the State and counties/cities/towns on all projects involving State and Federal funds, and also supplies data on all traffic requests to nine Alabama Department of Transportation Divisions and to other Bureaus in the Central Office of the Alabama Department of Transportation. The Statewide and Metropolitan Planning Division supports technical functions of the Department through the Highway Planning and System Analysis Sections.

The Statewide Transportation Planning Section of this Division formulates and implements the Statewide transportation planning process required by USC Title 23, Sec. 135.

### **MODAL PROGRAMS**

Modal Programs is responsible for the management and oversight of the multimodal transportation programs for the Alabama Department of Transportation. The Bureau is also responsible for administering both rural and urban public transportation programs in addition to the elderly and persons with disabilities capital assistance program pursuant to Legislative Act 82-456.

Modal Programs is organized into six Sections with each Section addressing a separate functional area. The six Sections of the program are:

- Administration
- Special Programs
- Public Transportation
- Rail Programs
- Safety Programs
- Financial Management

The responsibilities and duties of each of these Sections are described as follows:

#### **Administration**

The Administration Section is responsible for determining the direction of the programs assigned to the Bureau and for the daily operation of the Bureau. This Section also ensures that the policies, procedures, and guidelines of the Department are being adhered to by the employees of the Bureau.

#### **Special Programs**

The Special Programs Section administers the following programs:

- Transportation Enhancement (TE) Program
- Bicycle and Pedestrian Program
- Transportation and Community and System Preservation (TCSP) Pilot Program and similar Demonstration Projects (DE)
- Scenic Byways
- Transit Special Projects

The Transportation Enhancement Program funds projects, such as historic restoration and preservation and landscaping and beautification, provides facilities for bicycle users and pedestrians including safety and educational programs, etc. The administration of this program requires the receipt and evaluation of an application, coordination and outreach with the applicants, and oversight of the project implementation. During FY 2006 there were 58 applications funded utilizing approximately

\$17.5 million of Transportation Enhancement funds.

Federal legislation requires the development of a Bicycle and Pedestrian Plan as part of the overall transportation planning process. This Bureau is responsible for the development and oversight of this Plan. A draft of this Plan is presently under review by the Department.

The Transportation and Community and System Preservation (TCSP) Pilot Program is an initiative that earmarks grants to States, Metropolitan Planning Organizations (MPOs), and local governments. These grants are provided to improve the efficiency of the transportation system, minimize transportation impacts to the community, and provide preservation of the transportation system. During FY 2005/06 there were six projects processed with a cost estimate of \$3.5 million. These projects consisted of greenways, downtown revitalization, rails to trail projects and highway safety improvements. These projects are processed similar to the transportation enhancement projects.

There were ten Demonstration Projects (DE) assigned to this Bureau for implementation. These are Congressional earmarks from the 2005 Appropriations Bill and consist of pedestrian, bicycle, safety, and preservation projects. The estimated cost is \$4.5 million.

The Scenic Byway Program designates roads as Scenic Byways based on the archaeological, cultural, historic, natural, recreational and scenic qualities along the corridor. There is both a State and a National designation process and grants are available for both classifications of byways. This Bureau is responsible for review and processing grants and national designation applications, submitting the applications to FHWA, and for providing oversight of project implementation. During FY 2005/06, seven projects received funding at an estimated cost of \$1.24 million.

Transit Special Projects is responsible for Federal Transit Administration (FTA) 5309 Capital Investment Program funding oversight in the State of Alabama. These funds are congressional appropriations (discretionary funds) for transit vehicle purchases and transit facility construction. To date the State of Alabama has received more than \$225 million in congressional appropriations earmarks in addition to the normal formula transit grants for the State of Alabama.

The program goals have two objectives: (1) To provide the administrative guidance to the grantee through the grant development process leading to obligation of congressional earmark appropriated funds as quickly as possible and (2) To implement the approved grants in accordance with the scope of work defined and to meet the timelines established for the project.

The Transit Special Projects Unit was formed in partnership with the FTA Region 4 Office in Atlanta to provide technical assistance to the overall grant process, milestone completion and implementation of the earmark funding. This partnership was executed through a Memorandum of Understanding between ALDOT and FTA Region 4. The implementation strategy consists of regular meetings and training sessions for grantees. During the past twelve months, meetings have been held with earmark recipients and assistance has been provided to obtain approval for four (4) earmarks. Continued assistance will be provided to other earmark applicants. Additionally, we continued working with various in-state university transit programs to provide assistance to the grant recipients.

In 2006, various public and non-profit entities of the State of Alabama received funding for seventeen (17) congressional earmark appropriations totaling \$25 million. The Transit Special Projects Unit will provide continued support through the FTA Program Management process to accomplish the program goals.

### **Public Transportation**

The Public Transportation Section is responsible for meeting the multimodal transportation requirements outlined in Section 134, Title 23, U.S.C. and Section 1604, 1607, Title 49, U.S.C. Public Transportation is also responsible for administering rural, elderly/disabled, and urban public transportation programs pursuant to Legislative Act 82-456. Rural public transportation planning is administered directly through the Modal Programs. Urban public transportation planning is administered through the MPOs. MPOs are composed of local officials from the urbanized areas of Anniston, Birmingham, Florence, Gadsden, Huntsville, Mobile, Montgomery, Phenix City, Tuscaloosa, Decatur, Dothan, and Auburn/Opelika. Local providers of public transportation are located in 50 counties within the State.

Public transportation-related tasks were continued and expanded. Ongoing funding by various Federal Transit Administration (FTA) programs permitted work in the areas of urban transit planning and rural public transportation planning. Administration of the State's rural and urban transportation programs, the elderly and disabled transportation program, and ridesharing programs also continued. Major activities included the management and administration of 29 ongoing rural transit projects,

100 plus projects providing specialized transportation for the elderly and persons with disabilities, and continued administration of six small urban public transit projects.

Public Transportation's organizational structure encompasses two functional areas: Management and Program Development. The main objectives of this organizational structure are outlined as follows: (1) to assist transit operators with the design and implementation for transit projects, (2) to enable project monitoring for performance and progress, (3) to improve Bureau staff and operator communication, (4) to monitor and improve project operational efficiency, (5) to provide technical and general guidance to transit operators and local officials, and (6) to provide service and mobility in a cost effective manner.

Capital procurement of project vehicles for all transit operators under contract with the State continued. All phases of procurement including development of specifications, coordination with the Department of Finance, and vehicle delivery and inspection were handled by Bureau staff. The average yearly capital procurement exceeds 100 vehicles. Personnel prepare and transmit the semiannual and annual Disadvantaged Business Enterprise reports to FTA in Atlanta, Georgia for 33 transit agencies and 12 MPOs within the State of Alabama.

FTA annually funds a Rural Transportation Assistance Program (RTAP). The program provides technical assistance and training for rural public transit operators. Auburn University is currently under contract with the Department to administer this program.

A number of projects funded via special congressional earmarks were either implemented or are currently scheduled for implementation. A total of five special studies or research projects have either been implemented or are currently underway involving Alabama institutions of higher education.

Efforts were undertaken during Fiscal Year 2006 to comply with human service coordinated transportation requirements imposed by SAFETEA-LU. This effort is on-going and involves the coordination of the Elderly and Person with Disabilities transportation program, the Job Access and Reverse Commute transportation program, and the New Freedom transportation program. The major accomplishment during FY 2006 involved the development of regional human service transportation coordination plans for twelve regions of the state. This project was implemented with the assistance of the Alabama Association of Regional Planning Councils.

### **Rail Programs**

The Rail/Safety Section has five areas of responsibility: (1) rail/highway safety, (2) contract and maintenance project review, (3) agreement preparation and processing, (4) grade crossing inventory and, (5) coordination and planning for high speed rail corridors.

The Rail/Highway Safety division is responsible for the planning and implementation of rail/highway safety projects financed with Section 130 funds. Implementation of rail/highway safety projects consists of the following phases: (1) identify candidate rail/highway crossings, (2) conduct diagnostic reviews of rail/highway crossings, (3) prepare program documents for rail/highway crossings that will be upgraded, (4) review plan development, (5) prepare and process agreements and resolutions, and (6) process the final plans for authorization. During FY 2006, twenty-five (25) rail/highway safety projects were authorized for construction at an estimated cost of \$3.8 million. These projects consisted of the installation of signs, markings, legends, signals, bells, and gates. A corridor project with Norfolk Southern Railroad from Birmingham, Alabama to Chattanooga, Tennessee was authorized in FY 2006 using Optional Safety funds. This project consisted of fourteen (14) sites in Colbert, DeKalb, Lawrence, Jackson, and Morgan Counties at a cost of \$2.8 million. The total cost authorized for the Birmingham to Chattanooga Corridor Project was \$7.5 million in FY 2004. The equipment installed included signs, markings, legends, signals, bells, and gates. As part of a \$2 million earmark ALDOT received, a site has been selected in Troy to install the Stop Gate Barrier System at an estimated cost of \$650,000. This division is responsible for implementing procedures outlined in the rail/highway closure law to identify candidate crossings for closure. Personnel compile information and data for the Section 130 Report for FHWA as required in the SAFETEA-LU legislation.

The Contract and Maintenance Project division is responsible for the review of plans for contract and maintenance projects that involve railroads. Personnel review plans and make recommendations and attend Plan-In-Hand and PS&E Inspections for the contract projects. This division also prepares and processes agreements with the railroad for all contract and maintenance projects that have railroad involvement. Personnel are responsible for conducting on-site reviews of all construction proj-

ects with railroad involvement to ensure that there are no utility or right-of-way conflicts on these projects. Personnel attend the monthly schedule meeting to give progress reports to the Chief Engineer, Bureau Chiefs, and Division Engineers. Personnel in this division provide railroad liability data to the Office Engineer Bureau for Railroad Protective Liability Insurance compliance.

The Rail/Safety Section is responsible for the update and maintenance of the DOT Railroad Highway Crossing Inventory. Rail personnel are making field reviews and completing inventory forms for all rail/highway grade crossings. Approximately 98% of the field reviews for these crossings have been completed. The new Federal Railroad Administration (FRA) form includes 32 new data elements such as posted highway speed and school bus counts. Pictures are being taken of each rail/highway grade crossing in the State and hyperlinked with the new inventory form. Computer Services also developed an application which enables us to hyperlink the crossing number with the railroad grade crossing pictures. Average Daily Traffic (ADT) counts are acquired from the Transportation Planning Bureau. Inventory forms are forwarded to the railroads to obtain the required railroad data. Completed forms are sent to FRA in order to update the national file.

Personnel from this Bureau monitor the activities of the Southern Rapid Rail Transit Commission (SRRTC) meetings and provide input when required. The SRRTC consists of the States of Mississippi, Louisiana, and Alabama to promote high-speed rail development along the existing AMTRAK Corridors throughout the three States.

Alabama received an earmark in the 2005 Appropriations Bill for the elimination of a hazardous rail/highway crossing. The earmark was \$1.25 million for developing plans and constructing a grade separation at the Hamilton Boulevard Crossing over the CSX rail line in Mobile. The total amount ALDOT has received for this site since FY 2002 has been over \$4 million.

### **Safety Programs**

The Safety Section is responsible for the management and oversight of the various programmatic safety programs; coordinating outreach programs with Federal, State, local agencies, universities, and private sector interests related to highway safety; and maintaining crash data and statistical information with the goal of improving the output data for use by highway safety interests.

The overall goal of this Section has been to reach the performance goals established in the Strategic Highway Safety Plan (SHSP). The SHSP is part of the SAFETEA-LU legislation which established a goal to reduce crashes and fatalities through the implementation of a statewide comprehensive safety plan. ALDOT engaged the University Transportation Center for Alabama (UTCA) of the University of Alabama to organize the project, provide technical support, work with managers from the Safety Section and the Alabama Division of the Federal Highway Administration (FHWA), and facilitate the many stakeholder activities necessary for such a comprehensive effort. The plan has received FHWA approval. The implementation element of the SHSP is now underway. The UTCA is also developing an Intersection Safety Plan for ALDOT.

This Section has management and oversight responsibilities for the Section 152, Hazard Elimination (HES) and Optional Safety Programs; Section 163, BAC .08 Program; and the Section 157, Seatbelt Incentive Program. Activities relating to those programs now fall under the new Federal guidelines of the Highway Safety improvement Program (HSIP). New programs established under the HSIP which the section has oversight of are the High Risk Rural Roads Program (HRRR) and the Safe Routes to School Program (SRTS). Guidelines, procedures and applications are under development. During FY 2006 approximately \$17.8 million of Optional Safety funds was obligated to shoulder widening projects along rural state routes, \$2.1 million of HSIP funds to median barrier projects on the Interstate System and \$617,707 to HES projects. There were several projects authorized obligating Section 163 Funds to the DPS for overtime enforcement projects with an all inclusive statewide project for approximately \$2.5 million.

The safety outreach programs require a significant effort by this Section. This involvement is similar to a safety management system but without the formal process normally associated with such a system. The structure is built around the 4-E concept, namely the engineering, enforcement, education, and emergency response elements. The Community/Corridor Traffic Safety Program (C/CTSP) incorporates these four elements in a given geographical area or community along a given route to enhance the safety effort. The C/CTSP in the Birmingham area along U.S. 78 in Jefferson and Walker Counties is almost complete. A second project along U.S. 431 in Houston, Henry and Barbour coun-

ties is in its third and final year. The efforts of this C/CTSP include nontraditional agencies that are involved in transportation safety. Previous efforts have been very successful while working through the various media outlets, other agencies, and the private sector to promote safety activities and concepts. One of the most significant results has been the increased use of seat belts and child restraints by citizens of this State. Last year the usage rate remained steady with an average over 80 percent. This has resulted in reduced injury severity and deaths.

This Section represents ALDOT on the Safety Management Action and Resources Taskforce (SMART) Committee. SMART consists of a group of Federal, State, local agencies, and the private-sector interests to review traffic safety issues, promote cooperation among the various interests, and to identify strategies and counter measures to address high priority highway safety needs in Alabama. This program continues and has resulted in better cooperation and understanding between agencies to focus on highway safety issues.

Maintenance of the crash data and providing data to the various Bureaus, other agencies, and local governments is a function of this Bureau. Crash report data is submitted to ALDOT via DPS to address approximately 140,000 crashes annually. A Statewide Crash Fact Booklet is developed each year from crash data for the last complete year of records available. The 2006 Crash Fact Booklet is under development. This information is available on the Internet at <http://care.cs.ua.edu>. Booklets are distributed to Federal, State, and local agencies; law enforcement agencies; city and traffic engineers; libraries; universities; and other interests.

This Section manages various research projects through the UTCA. ALDOT has a research project underway with the UTCA to improve the crash analysis techniques by merging the crash data with the various roadway characteristic databases. UTCA is also improving the Critical Analysis Reporting Environment (CARE) procedures to incorporate the InterSection Magic concept, which gives the CARE users instant access to crash diagrams to define problems and develop countermeasures. Training is being provided to users to improve their skills for using the CARE Program.

Personnel from this Section are actively involved in all phases of the Highway Safety Program. Training is available, speakers are provided when requested, safety displays are provided at public events, safety campaigns are developed and provided to support specific Federal and State safety interests, and safety literature and promotional materials are available for distribution. During FY 2006 Section personnel participated in Work Zone Safety Week, National Walk Our Children to School Day, Stop Red Light Running Week, Put the Brakes on Fatalities Day, National Child Passenger Safety Week, Alabama Safe Kids Week, (3-D) Drunk and Drugged Driving and Prevention Month, and other similar safety campaigns.

### **Financial Management**

The Financial Management Section is responsible for reviewing and auditing monthly invoices received from 33 transit agencies within the State of Alabama. These agencies participate in the FTA grant programs administered through the Alabama Department of Transportation. The Financial Management Section has the responsibility of compiling, maintaining, and reviewing the different fiscal records necessary to ensure that budgets and expenditures are correct. When transit invoices are properly checked and approved for payment, they are entered into the CPMS computer system and forwarded to the Finance Bureau for approval before being submitted to the State of Alabama Comptrollers Office for payment. Quarterly and annual financial status reports are prepared and submitted to FTA by the Transit Section based on the information provided by the Financial Management Section. Personnel also review for accuracy, making any corrections or adjustments necessary, and submit the monthly billing to FTA.

The Financial Management Section is responsible for ensuring that match checks received from agencies are credited to the proper project number and delivered to the Finance Bureau for deposit. When vehicles are received, the Financial Management Section is responsible for preparing the material receipts to ensure payment to the vendor. This includes obtaining the required signatures and entering the information into CPMS.

Other duties involve accounting responsibilities pertaining to transportation enhancements, bicycle and pedestrian planning, rail/highway grade crossing invoices, records and invoices related to highway safety activities, and other administrative functions within the Modal Programs Section.

# STATISTICAL SECTION





## OFFICE OF TRANSPORTATION DIRECTOR

**Transportation Director.....Joe McInnes**

Assistant Transportation Director..... L. Daniel Morris, Jr., J.D.

Chief Engineer & Deputy Director ..... D. W. Vaughn, P.E.

Assistant Chief Engineer – Pre-Construction..... Rex Bush, P.E./P.L.S.

Assistant Chief Engineer – Operations..... G. M. Harper, P.E.

Assistant Chief Engineer - Administration..... Lamar Woodham, Jr. P.E./P.L.S.

Assistant Chief Engineer – Policy and Planning..... Don Arkle, P.E.

### AIR TRANSPORTATION:

Aircraft Pilot II..... David L. Goodwin

### FINANCE and AUDITS:

Accounting Director III ..... Lamar McDavid

Accounting Director I ..... Bill Flowers

Accounting Director I ..... Charles L. Grider

Audit Manager..... Wayne Cobb

Audit Manager..... Alvena Williams

## OFFICE OF ASSISTANT TRANSPORTATION DIRECTOR

**Assistant Transportation Director..... L. Daniel Morris, Jr., J.D.**

### LEGAL COUNSEL:

Chief Counsel, Attorney IV..... Jim R. Ippolito, Jr., J.D.

Attorney III..... Robert M. Alton, III, J.D.

Attorney III..... Stacey S. Houston, J.D.

Attorney III..... Harry Lyles, J.D.

Attorney I/II..... Jason A. Trippe, J.D.

Attorney I/II..... George R. Prescott, Jr., J.D.

### PERSONNEL:

Departmental Personnel Manager III..... Ron J. Green

Department Personnel Manager I..... James R. Begley

Transportation Recruitment Manager..... Cleo Daniel

Employee Assistance Program Coordinator..... Jeremiah Taylor

Safety Coordinator ..... Ellis A. Paulk, II

Equal Employment Opportunity Coordinator..... Clarence Hampton

GOVERNMENTAL RELATIONS MANAGER..... Tony Harris

### PUBLIC AFFAIRS:

Public Information Manager..... Norman F. Lumpkin

OFFICE OF CHIEF ENGINEER

Chief Engineer & Deputy Director .....D. W. Vaughn, P.E.

- Assistant Chief Engineer, Pre-Construction..... Rex Bush, P.E./P.L.S.
- Assistant Chief Engineer, Operations..... G. M. Harper, P.E.
- Assistant Chief Engineer, Administration..... Lamar Woodham, Jr., P.E./P.L.S.
- Assistant Chief Engineer, Policy and Planning..... Don Arkle, P.E.

AERONAUTICS:

- Aeronautics Administrator ..... John Eagerton

OFFICE OF ADMINISTRATIVE ENGINEER

Administrative Engineer ...Lamar Woodham, Jr., P.E./P.L.S.

TRAINING/EDP:

- ALDOT Training / EDP Manager..... E. Maxine Wheeler

COMPUTER SERVICES:

- Information Technology Manager III ..... Guin Butler
- Transportation Administrator ..... Alton Treadway
- Information Technology Manager II ..... Bill Courson
- DP Information System Manager I ..... Deborah Hornsby
- Information Technology Manager II ..... Princess Harper
- IT Operations Manager..... Rodney Rives
- IT Manager II ..... Michael Stokes
- IT Systems Specialist, Sr. .... Danny Turner

OFFICE OF ASSISTANT CHIEF ENGINEER

Assistant Chief Engineer, Policy and Planning ...Don Arkle, P.E.

TRANSPORTATION PLANNING / MODAL PROGRAMS:

- Professional Civil Engineer III..... Robert J. Jilla, P.E.
- Transportation Administrator..... William E. Couch
- Transportation Administrator..... Emmanuel C. Oranika
- Transportation Administrator..... Charles R. Pouncey
- Professional Civil Engineer II ..... Lisa A. Ray, P.E.
- Professional Civil Engineer II ..... Charles W. Turney, P.E.
- Transportation Administrator..... Wesley E. Elrod
- Transportation Administrator..... Cecil W. Colson, Jr.
- Transportation Administrator..... Waymon Benifield
- Transportation Manager..... Craig S. Thomas
- Transportation Planner, Senior..... Joecephus Nix
- Senior Accountant..... Rhonda A. Sipper

OFFICE ENGINEER:

- Professional Civil Engineer III..... Ronald L. Baldwin, P.E.
- Professional Civil Engineer II ..... Clay P. McBrien, P.E.
- Transportation Administrator..... Terry W. Robinson

## COUNTY TRANSPORTATION:

Professional Civil Engineer III .....	John F. Courson, P.E./P.L.S.
Professional Civil Engineer II .....	Mack V. Lovelady, P.E.
Professional Civil Engineer II .....	Edward N. Austin, P.E.

**OFFICE OF ASSISTANT CHIEF ENGINEER****Assistant Chief Engineer, Pre-Construction ...Rex Bush, P.E./P.L.S.**

## BRIDGE:

Professional Civil Engineer III .....	William F. Conway, P.E.
Professional Civil Engineer III .....	John F. (Buddy) Black, P.E.
Professional Civil Engineer II .....	Randall Mullins, P.E.
Professional Civil Engineer II .....	Dan Warner, P.E.
Professional Civil Engineer II .....	Tim Colquett, P.E.
Professional Civil Engineer II .....	William Golson, P.E.
Professional Civil Engineer II .....	Ralph Davis, P.E.
Professional Civil Engineer II .....	Tom Flournoy, P.E.
Transportation Administrator .....	Robert Gray

## DESIGN:

Professional Civil Engineer III .....	William Adams, P.E.
Professional Civil Engineer II .....	Steven E. Walker, P.E.
Professional Civil Engineer II .....	Stanley C. Biddick, P.E.
Professional Civil Engineer II .....	W. Carey Kelly, P.E.
Professional Civil Engineer II .....	Robert G. Lee, P.E.
Professional Civil Engineer II .....	Adenrele Odutola, P.E.
Transportation Administrator .....	Alfredo Acoff
Transportation Administrator .....	James L. Griffin

## RIGHT-OF-WAY:

Transportation Senior Administrator .....	Paul Bowlin
Transportation Administrator .....	George Dobbis
ROW Acquisition Manager .....	Ken Longier
ROW Acquisition Manager .....	Danny Joyner
Transportation Manager .....	Tammy Hicks

**OFFICE OF ASSISTANT CHIEF ENGINEER****Assistant Chief Engineer, Operations.....G. M. Harper**

## EQUIPMENT:

Equipment Management Coordinator .....	Deborah Clark
Equipment Maintenance Superintendent .....	Alex A. Jackson
Equipment Maintenance Superintendent .....	Ronald D. Pruitt
Dept. Procurement Officer II .....	Stanford D. Carlton

## CONSTRUCTION:

Professional Civil Engineer III .....	Terry McDuffie, P.E.
Professional Civil Engineer II .....	Jeffery L. Benefield, P.E.
Professional Civil Engineer II .....	Barry Fagan, P.E.
Professional Civil Engineer II .....	Robert Holmberg, P.E.
Professional Civil Engineer II .....	Aubrey Strickland, P.E.

Transportation Administrator .....	Walter Kelly
Transportation Administrator .....	Geneva Brown

MAINTENANCE:

Professional Civil Engineer III .....	John Lorentson, P.E.
Transportation Administrator .....	Ron Newsome
Professional Civil Engineer II .....	George Conner, P.E.
Professional Civil Engineer II .....	Tim Taylor, P.E.
Transportation Administrator .....	Randy Braden
Professional Civil Engineer II .....	Stacey Glass, P.E.

MATERIALS & TESTS:

Professional Civil Engineer III .....	Larry Lockett, P.E.
Professional Civil Engineer II .....	Lyndi Blackburn, P.E.
Transportation Administrator .....	Gary Brunson
Professional Civil Engineer II .....	Buddy E. Cox, Jr., P.E.
Professional Civil Engineer II .....	Robert L. Wolfe, P.E.
Professional Civil Engineer II .....	Scott George, P.E.

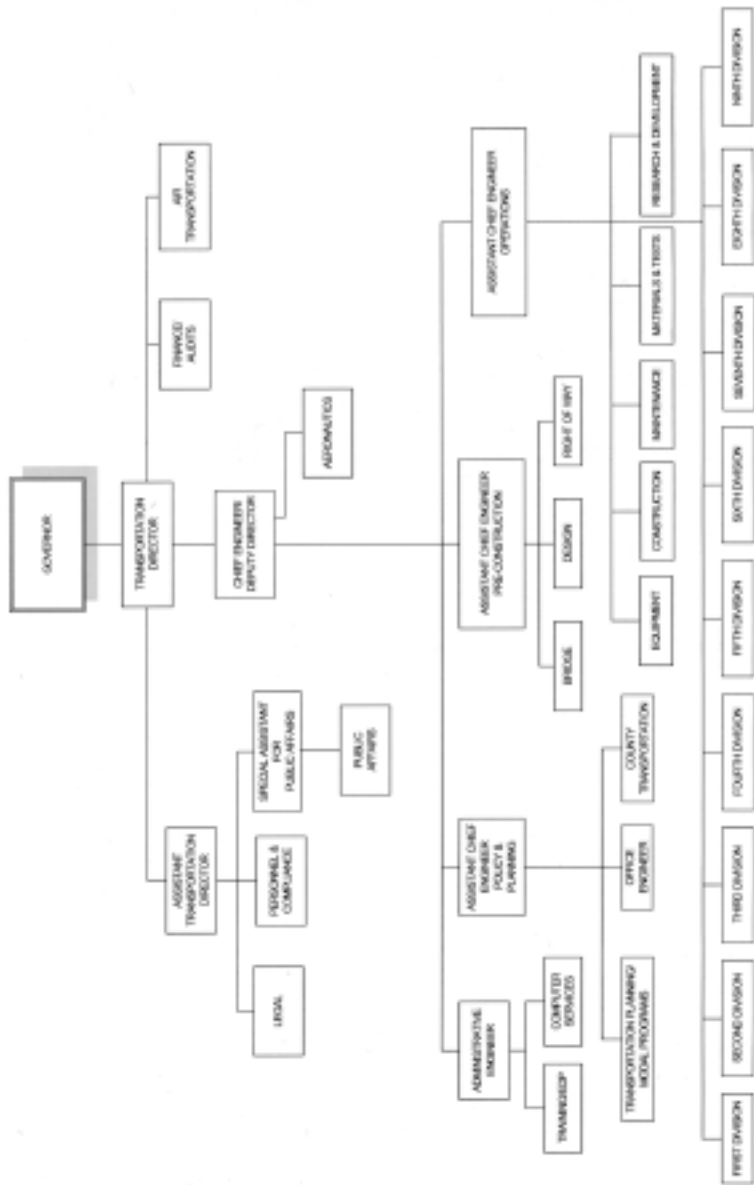
RESEARCH & DEVELOPMENT:

Transportation Senior Administrator .....	Jeffery Brown
Professional Civil Engineer II .....	Juanita M. Owens, P.E.
Transportation Administrator .....	Ivy W. Harris
Transportation Administrator .....	Carl E. Smith

DIVISIONS:

FIRST, Professional Civil Engineer III .....	Johnny L. Harris, P.E./P.L.S. Guntersville, Alabama
SECOND, Professional Civil Engineer IV .....	James D. Brown, P.E. Tuscumbia, Alabama
THIRD, Professional Civil Engineer III .....	Brian C. Davis, P.E. Birmingham, Alabama
FOURTH, Professional Civil Engineer III .....	DeJarvis Leonard, P.E. Alexander City, Alabama
FIFTH, Professional Civil Engineer III .....	L. Dee Rowe, P.E. Tuscaloosa, Alabama
SIXTH, Professional Civil Engineer III .....	Randall Estes, P.E. Montgomery, Alabama
SEVENTH, Professional Civil Engineer III .....	J. M. Griffin, P.E. Troy, Alabama
EIGHTH, Professional Civil Engineer III .....	Jerry Holt, P.E. Grove Hill, Alabama
NINTH, Professional Civil Engineer III .....	R. F. Poiroux, P.E. Mobile, Alabama

# ALABAMA DEPARTMENT OF TRANSPORTATION ORGANIZATIONAL CHART



## PERSONNEL AND PAYROLL COMPARISONS FOR THE LAST TWO FISCAL YEARS

FISCAL YEAR ENDING SEPTEMBER 30, 2005				FISCAL YEAR ENDING SEPTEMBER 30, 2006			
Biweekly		Number of	Amount of	Biweekly		Number of	Amount of
Pay Periods	Employees	Payrolls		Pay Periods	Employees	Payrolls	
09/04/04 thru 09/17/04.....	4342	5,467,567.42		10/01/05 thru 10/14/05.....	4456	5,793,269.87	
09/18/04 thru 10/01/04.....	4333	5,444,943.60		10/15/05 thru 10/28/05.....	4463	5,882,521.50	
10/02/04 thru 10/15/04.....	4346	5,307,999.96		10/29/05 thru 11/11/05.....	4481	5,771,805.20	
10/16/04 thru 10/29/04.....	4356	5,341,976.74		11/12/05 thru 11/25/05.....	4496	7,243,493.46	
10/30/04 thru 11/12/04.....	4359	5,425,455.80		11/26/05 thru 12/09/05.....	4485	5,780,095.34	
11/13/04 thru 11/26/04.....	4362	6,661,008.15		12/10/05 thru 12/23/05.....	4487	5,869,522.11	
11/27/04 thru 12/10/04.....	4359	4,377,520.03		12/24/05 thru 01/06/06.....	4489	5,698,333.15	
12/11/04 thru 12/24/04.....	4351	5,240,830.09		01/07/06 thru 01/20/06.....	4505	5,969,809.70	
12/25/04 thru 01/07/05.....	4379	5,211,729.22		01/21/06 thru 02/03/06.....	4496	5,811,281.60	
01/08/05 thru 01/21/05.....	4408	5,359,612.84		02/04/06 thru 02/17/06.....	4512	6,030,917.39	
01/22/05 thru 02/04/05.....	4405	5,298,746.23		02/18/06 thru 03/03/06.....	4505	5,809,021.19	
02/05/05 thru 02/18/05.....	4410	5,340,721.54		03/04/06 thru 03/17/06.....	4499	6,338,571.75	
02/19/05 thru 03/04/05.....	4401	5,274,195.96		03/18/06 thru 03/31/06.....	4491	6,314,390.43	
03/05/05 thru 03/18/05.....	4405	5,328,336.11		*04/01/06 thru 04/15/06.....	4505	6,501,278.31	
03/19/05 thru 04/01/05.....	4395	5,299,183.86		04/16/06 thru 04/30/06.....	4490	6,285,138.35	
04/02/05 thru 04/15/05.....	4394	5,324,370.00		05/01/06 thru 05/15/06.....	4517	6,485,837.28	
04/16/05 thru 04/29/05.....	4404	5,333,382.28		05/16/06 thru 05/31/06.....	4531	6,361,112.74	
04/30/05 thru 05/13/05.....	4412	5,518,051.08		06/01/06 thru 06/15/06.....	4557	6,429,565.93	
05/14/05 thru 05/27/05.....	4406	5,367,722.92		06/16/06 thru 06/30/06.....	4556	6,463,626.44	
05/28/05 thru 06/10/05.....	4440	5,265,312.09		07/01/06 thru 07/15/06.....	4574	6,401,270.37	
06/11/05 thru 06/24/05.....	4446	5,671,557.25		07/16/06 thru 07/31/06.....	4574	6,424,741.83	
06/25/05 thru 07/08/05.....	4454	5,351,356.85		08/01/06 thru 08/15/06.....	4572	6,531,706.95	
07/09/05 thru 07/22/05.....	4464	5,679,060.63		08/16/06 thru 08/31/06.....	4554	6,456,129.68	
07/23/05 thru 08/05/05.....	4469	5,430,430.47		09/01/06 thru 09/15/06.....	4548	6,852,020.03	
08/06/05 thru 08/19/05.....	4442	5,529,077.62		09/16/06 thru 09/30/06.....	4548	6,737,095.48	
08/20/05 thru 09/02/05.....	4436	5,587,042.71					
09/03/05 thru 09/16/05.....	4405	5,847,541.95					
09/17/05 thru 09/30/05.....	4457	5,841,904.59					
TOTAL.....	.....	140,437,191.45		TOTAL.....	.....	156,242,556.08	
Biweekly Average.....	4399	5,401,430.44		Biweekly Average.....	4515	6,249,702.24	

\* Due to approved legislative action, payroll periods were changed from the *bi-weekly* accounting period to the *semi-monthly* period effective March 4, 2006.

**SEPARATIONS AND APPOINTMENTS DURING  
FISCAL YEAR OCTOBER 1, 2005 – SEPTEMBER 30, 2006**

SEPARATIONS												APPOINTMENTS			
Resig- nation	Dismis- sal	Lay- Off	Leave Without Pay	Suspen- sion	Death	Retire- ment	Total	Regular	Provi- sional	Temp- orary	Form 8	Total			
October 2005 .....	22	04	0	08	08	01	13	56	52	05	09	01	67		
November 2005 .....	17	02	0	04	03	01	03	30	43	01	02	00	46		
December 2005.....	20	03	0	10	07	02	20	62	23	00	07	00	30		
January 2006 .....	24	02	0	08	04	00	06	44	33	05	02	00	40		
February 2006 .....	20	01	0	21	04	02	08	56	54	02	05	00	61		
March 2006 .....	19	00	0	07	07	00	08	41	25	01	02	00	28		
April 2006 .....	28	02	0	03	06	01	16	56	39	00	05	00	44		
May 2006 .....	09	01	0	11	02	03	00	26	40	00	14	00	54		
June 2006 .....	23	00	0	02	04	01	09	39	27	03	06	00	36		
July 2006 .....	41	00	0	04	07	00	06	58	39	01	08	00	48		
August 2006.....	66	01	0	10	05	00	08	90	56	01	07	00	64		
September 2006.....	38	02	0	07	03	00	12	62	41	04	06	00	51		
TOTALS .....	327	18	0	95	60	11	109	620	472	23	73	1	569		



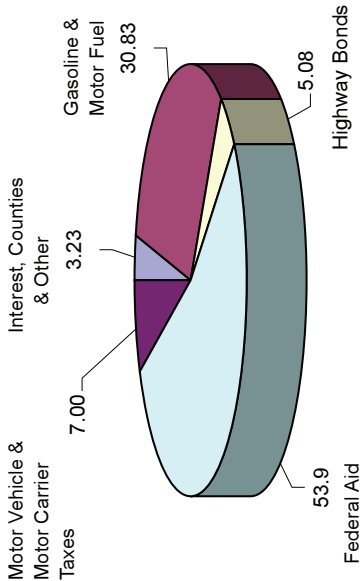
PERSONNEL SEPARATIONS AND APPOINTMENTS  
BY YEARS AND TYPES

FISCAL YEARS ENDING OCTOBER 1, 1985 THROUGH SEPTEMBER 30, 2006

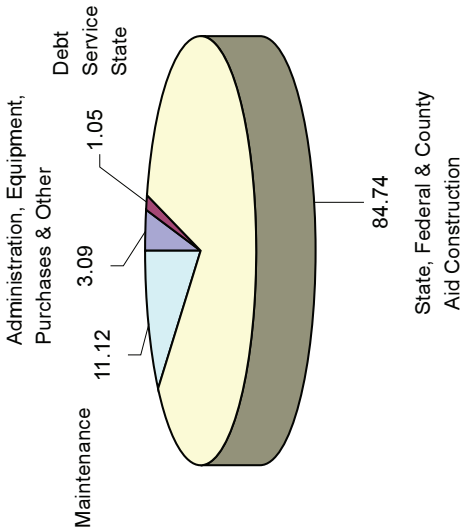
Year	SEPARATIONS					APPOINTMENTS						
	Resig- nation	Dismis- sal	Lay- off	Leave Without Pay	Suspen- sion	Death	Retire- ment	Total	Regular	Form 8 Provi- sional	Tem- porary	Total
1985-86.....	271	06	00	67	21	13	148	526	175	378	135	688
1986-87.....	229	22	84	81	33	10	149	608	109	83	33	225
1987-88.....	202	11	00	89	44	13	145	503	327	44	46	417
1988-89.....	225	21	00	98	42	06	140	532	427	158	43	628
1989-90.....	325	16	00	118	31	11	122	623	382	191	46	619
1990-91.....	297	30	00	216	26	12	101	682	318	175	36	529
1991-92.....	266	24	00	130	30	17	135	602	272	220	46	527
1992-93.....	369	25	00	110	43	10	111	668	417	262	64	743
1993-94.....	317	15	00	114	28	11	176	661	240	357	97	694
1994-95.....	269	20	00	112	67	13	72	553	52	156	45	243
1995-96.....	268	14	00	98	70	19	209	678	67	115	29	225
1996-97.....	290	23	00	89	65	11	51	529	78	112	26	216
1997-98.....	293	18	00	72	43	16	373	815	86	248	15	341
1998-99.....	239	23	00	51	43	14	35	405	305	362	51	718
1999-00.....	218	32	00	33	51	07	67	418	118	155	47	320
2000-01.....	161	28	00	38	28	09	60	324	101	250	97	448
2001-02.....	152	43	00	58	23	05	101	382	147	45	340	532
2002-03.....	152	43	00	106	33	05	101	440	324	227	167	718
2003-04.....	266	60	00	115	56	09	117	623	243	192	99	537
2004-05.....	318	69	00	102	53	08	110	660	380	163	80	623
2005-06.....	327	18	00	95	60	11	109	620	472	24	73	569

ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND EXPENDITURES  
FISCAL YEAR ENDING SEPTEMBER 30, 2005

RECEIPTS

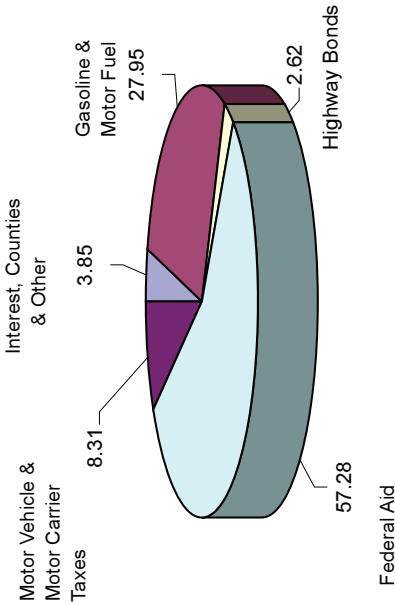


EXPENDITURES

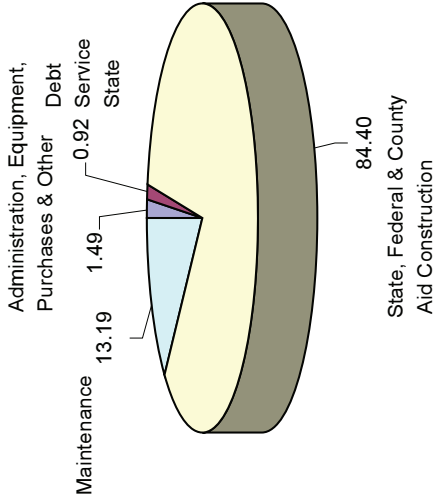


ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND EXPENDITURES  
FISCAL YEAR ENDING SEPTEMBER 30, 2006

RECEIPTS

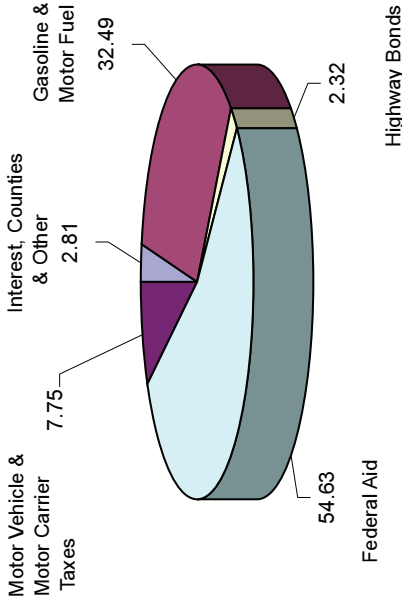


EXPENDITURES

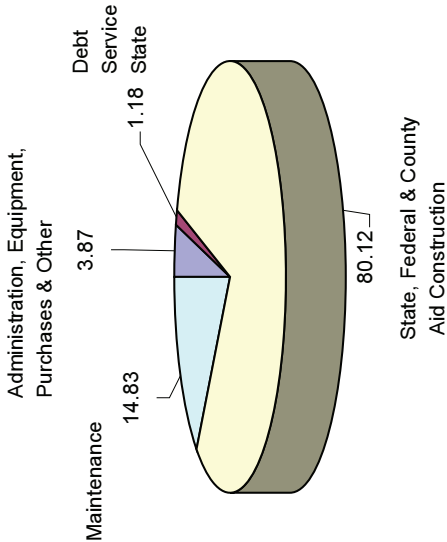


ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND EXPENDITURES  
TEN-YEAR PERIOD ENDING SEPTEMBER 30, 2006

RECEIPTS



EXPENDITURES



STATE HIGHWAY FUNDS  
RECEIPTS AND EXPENDITURES FOR TEN YEAR PERIOD 1997-2006

From Fiscal Reports of the State Department of Transportation - Omitted from the tables are the purchase and sale of securities.

RECEIPTS											
1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	TOTAL	%
<b>Gasoline Excise Tax .04</b>											
40,880,462	41,625,373	42,328,134	42,416,204	42,256,980	43,148,809	43,043,314	44,537,848	44,949,994	44,573,960	340,237,124	4%
<b>Motor Fuel Tax .04</b>											
24,078,214	25,352,104	25,674,007	27,503,983	27,113,255	26,752,503	27,153,290	29,417,375	42,675,146	46,328,498	213,044,731	3%
<b>LP Gas Vehicle</b>											
278,836	267,010	89,564	220,579	201,821	192,621	179,380	169,214	140,948	123,394	1,599,025	0%
<b>Motor Vehicle License</b>											
68,725,447	73,749,700	76,506,913	78,511,951	74,460,316	77,063,812	73,438,861	65,846,615	81,357,173	109,102,463	588,303,616	7%
<b>Gasoline Excise Tax .07</b>											
70,718,485	72,042,686	73,298,064	72,921,111	71,890,141	73,350,741	74,606,669	75,785,649	76,849,327	76,207,018	584,613,546	7%
<b>Lubricating Oil Tax</b>											
592,852	617,594	607,462	602,207	619,764	535,208	660,006	556,203	591,407	593,403	4,791,295	0%
<b>Oversize Hauling Permit</b>											
2,992,140	3,646,400	3,620,051	3,266,870	2,578,540	3,202,868	2,931,293	2,819,845	2,936,092	3,467,840	25,058,006	0%
<b>Motor Fuel Tax .13</b>											
78,221,679	82,078,940	85,407,807	89,682,447	88,096,064	86,946,775	88,242,618	95,426,464	100,401,300	106,338,518	694,102,794	9%
<b>Truck Identification Decal</b>											
923,886	960,466	1,043,867	1,057,055	975,572	953,206	1,011,241	1,022,797	953,320	957,211	7,948,090	0%
<b>Petroleum Products Inspection Fee</b>											
52,788,721	54,014,982	55,150,124	55,893,009	55,175,646	55,830,203	56,416,629	59,850,834	49,515,365	47,938,993	445,120,147	5%
<b>Outdoor Advertising Permit Fee</b>											
690,008	732,460	748,798	749,166	903,119	68,541	67,648	61,783	67,398	83,972	4,021,523	0%
<b>Motor Carrier Tax</b>											
547,221	573,627	598,166	596,339	570,262	629,137	518,631	516,625	521,334	548,063	4,450,007	0%
<b>Gasoline Excise Tax .05</b>											
87,507,318	88,756,996	90,714,748	90,604,423	89,405,465	91,531,960	91,862,117	94,629,496	95,954,976	95,158,819	725,012,524	9%
<b>Interest Income</b>											
4,493,504	2,582,021	2,294,090	2,139,392	119,144	397,322	0	0	0	0	12,025,474	0%
<b>SUBTOTAL</b>											
433,438,773	447,000,359	458,081,797	466,164,735	454,366,088	460,503,704	460,131,696	470,640,748	496,913,780	531,422,152	3,650,327,901	45%
<b>Federal Aid</b>											
329,106,799	303,086,115	405,538,656	537,771,077	688,348,118	761,249,090	587,748,113	526,858,307	630,383,267	755,445,651	4,139,706,277	51%
<b>Rapid Rail</b>											
0	0	0	0	0	0	0	0	0	0	0	0%
<b>Transfer from General Fund</b>											
225,000	225,000	125,000	125,000	125,000	120,625	0	0	0	0	945,625	0%
<b>County Aid and Miscellaneous</b>											
19,672,979	16,593,607	13,547,936	14,970,946	23,108,106	49,510,118	39,193,165	20,648,628	35,860,260	52,881,050	197,245,485	2%
<b>Oil Lease Funds</b>											
1,349,724	0	0	0	0	0	0	0	0	0	1,349,724	0%
<b>Highway Bonds</b>											
34,130,180	6,901,865	3,962,488	0	1,928,110	4,899,711	0	87,076,982	61,355,391	32,375,149	138,899,336	2%
<b>UMTA Vehicle Disposition Proceeds</b>											
29,259	73,804	138,441	-25,693	152,329	90,325	122,602	94,342	175,402	288,314	675,408	0%
<b>ROW Title 23 Revenue</b>											
0	0	84,560	604,904	673,474	234,791	1,289,939	357,910	1,130,001	1,096,901	3,245,577	0%
<b>SUBTOTAL</b>											
384,513,941	326,880,391	423,397,081	553,446,234	714,335,137	816,104,661	628,353,818	635,036,169	728,904,321	842,087,066	4,482,067,432	55%
<b>TOTAL RECEIPTS</b>											
817,952,714	773,880,751	881,478,877	1,019,610,969	1,168,701,225	1,276,608,365	1,088,485,514	1,105,676,917	1,225,818,101	1,373,509,218	8,132,395,333	100%
<b>EXPENDITURES</b>											
1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	TOTAL	%
<b>Construction</b>											
486,103,748	495,227,048	552,099,407	732,888,737	866,000,670	997,775,540	908,481,378	888,224,896	956,432,116	1,001,767,169	5,926,801,424	73%
<b>Maintenance</b>											
172,840,608	173,316,377	155,460,990	140,144,206	130,106,357	126,526,730	134,539,718	144,697,133	125,492,606	156,548,407	1,177,632,119	15%
<b>Equipment Purchases</b>											
4,662,012	5,168,921	3,871,384	5,481,176	5,826,675	7,619,295	5,743,494	6,711,485	10,385,367	8,234,555	45,084,442	1%
<b>Administration</b>											
26,188,520	31,162,475	42,215,322	45,545,532	37,079,942	26,840,997	38,222,641	36,114,158	24,497,106	65,837,641	283,369,586	4%
<b>Debt Service</b>											
44,682,510	4,756,675	4,390,523	4,403,963	4,410,390	4,426,105	13,984,433	12,577,835	11,798,945	10,910,000	93,632,432	1%
<b>Other Expenditures</b>											
51,831,938	119,860,365	74,345,347	72,592,695	56,509,320	46,620,532	57,157,306	63,947,765	102,389,189	49,722,123	542,865,267	7%
<b>TOTAL EXPENDITURES</b>											
786,309,336	829,491,860	832,382,973	1,001,056,308	1,099,933,354	1,209,809,199	1,158,128,960	1,152,273,272	1,230,995,329	1,293,019,894	8,069,385,270	100%

The variance of expenditures by category in Fiscal Year 2006 are due the reclassification of expenditures to meet the goals of the Governor's SMART Planning Initiative.

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND DISBURSEMENTS  
FISCAL YEAR ENDING SEPTEMBER 30, 2006

PUBLIC ROADS AND  
BRIDGE FUND  
319,371,496

**Unexpended Balance as of October 1, 2005**

**RECEIPTS:**

Revenue

Gasoline Excise Tax \$.05	95,158,819
Gasoline Excise Tax \$.04	44,573,960
Motor Fuel Tax \$.04	46,328,498
LP Gas Vehicle Permits	123,394
Motor Vehicle License	109,102,463
Gasoline Excise Tax \$.07	76,207,018
Lubricating Oil Tax	593,403
Oversize Hauling Permits	3,467,840
Motor Carrier Mileage, Taxes, Fees	548,063
Motor Fuel Tax \$.13	106,338,518
Truck Identification Decals	957,211
Petroleum Products Inspection Fees	47,938,993
Outdoor Advertising Permits Fees	83,972
Subtotal Revenue - State	531,422,152

Interest Income	0
-----------------	---

Transfer From General Fund	0
----------------------------	---

<b>TOTAL REVENUE</b>	<b>531,422,152</b>
----------------------	--------------------

Non - Revenue Receipts

ISTEA Interstate Maintenance	149,809,717
ISTEA National Highway System	136,510,992
ISTEA Surface Transportation Program	137,006,307
ISTEA Special	17,143,234
ISTEA Other	91,510,282
Federal Aid Priority Primary	0
Federal Interstate Regular	348,954
Federal Interstate ACI	0
Federal Aid Primary	(52,787)
Federal Aid Secondary	35,088
Federal Aid ABC Urban	0
Federal Aid Urban	(14)
Federal Aid Secondary (Farm to Market)	0
Federal Aid Secondary (Farm to Market Misc.)	0
Federal Topic	0
Federal Appalachian	65,238,544
Federal Aid Special Aid	0
Federal Aid Highway Planning & Research	12,137,384
Federal Aid Bridge Replacement	107,313,542

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND DISBURSEMENTS  
FISCAL YEAR ENDING SEPTEMBER 30, 2006

Federal Aid Transit Capital	5,140,862
Federal Aid Beautification	0
Federal Aid Special Grants	0
Federal Aid Other	33,303,549
Subtotal	<u>755,445,651</u>
2002-A GARVEE Bonds	32,375,149
Ind. Access Road & Bridge Corp	2,131,799
Amendment 1 County Share	0
Capital Improvement Trust Fund Appropriation	18,139,270
County Aid	383,769
Other Aid	1,069,533
Other Project Participation	24,725,895
Revenue Sharing	0
Contractor Bid Fees	23,915
Miscellaneous Receipts	6,406,869
Subtotal	<u>85,256,199</u>
UMTA Vehicle Disposition Proceeds	288,314
Rapid Rail	0
ROW Title 23 Revenue	1,096,901
TOTAL NON-REVENUE RECEIPTS	842,087,066
<b>TOTAL RECEIPTS</b>	<b><u>1,373,509,218</u></b>
<b>TOTAL FUNDS AVAILABLE</b>	<b><u>1,692,880,713</u></b>

**EXPENDITURES**

Debt Service	
Bonds Retired Ind. Access Road & Bridge Auth	0
Bonds Interest Ind. Access Road & Bridge Auth	0
2001 GARVEE Bonds Principal Paid	10,910,000
Less: Accrued Interest Prm/Disc	0
Bond Selling Expense	0
IRS Arbitrage Calculation Fees	0
Total Debt Service	10,910,000
Administration	
Internal Administrative Support	63,335,185
External Administrative Support	4,156,453
Other Equipment Purchases	8,234,555
Land and Buildings Expenditures	8,210,936
Captive County Health Insurance	78,650



---

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
RECEIPTS AND DISBURSEMENTS  
FISCAL YEAR ENDING SEPTEMBER 30, 2006

General Obligation Bond Debt Service	18,139,270
Transfer to Public Safety	21,639,270
Total Administrative Expenditures	<hr/> 123,794,318
Construction and Maintenance Expenditures	
Federal Construction	925,201,939
State Construction	75,526,463
Special Work Authorizations	1,038,768
Routine Maintenance	98,290,628
Maintenance Projects	58,257,779
Total Construction and Maintenance Expenditures	1,158,315,576
<b>TOTAL EXPENDITURES</b>	<b>1,293,019,894</b>
<b>ADJUSTMENTS TO CASH</b>	
Adjustments include Deposits in Transit, Investments, Retainage, Receivable Adjustments, Amounts Pending Distribution, ect.	3,544,499
<b>TOTAL DISBURSEMENTS</b>	<b>1,296,564,393</b>
<b>RECONCILIATION:</b>	<hr/>
Add: Cash Balance 9-30-06	396,316,320
<b>TOTAL FUNDS AVAILABLE</b>	<b>1,692,880,713</b>

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
OUTSTANDING BONDS  
9/30/06**

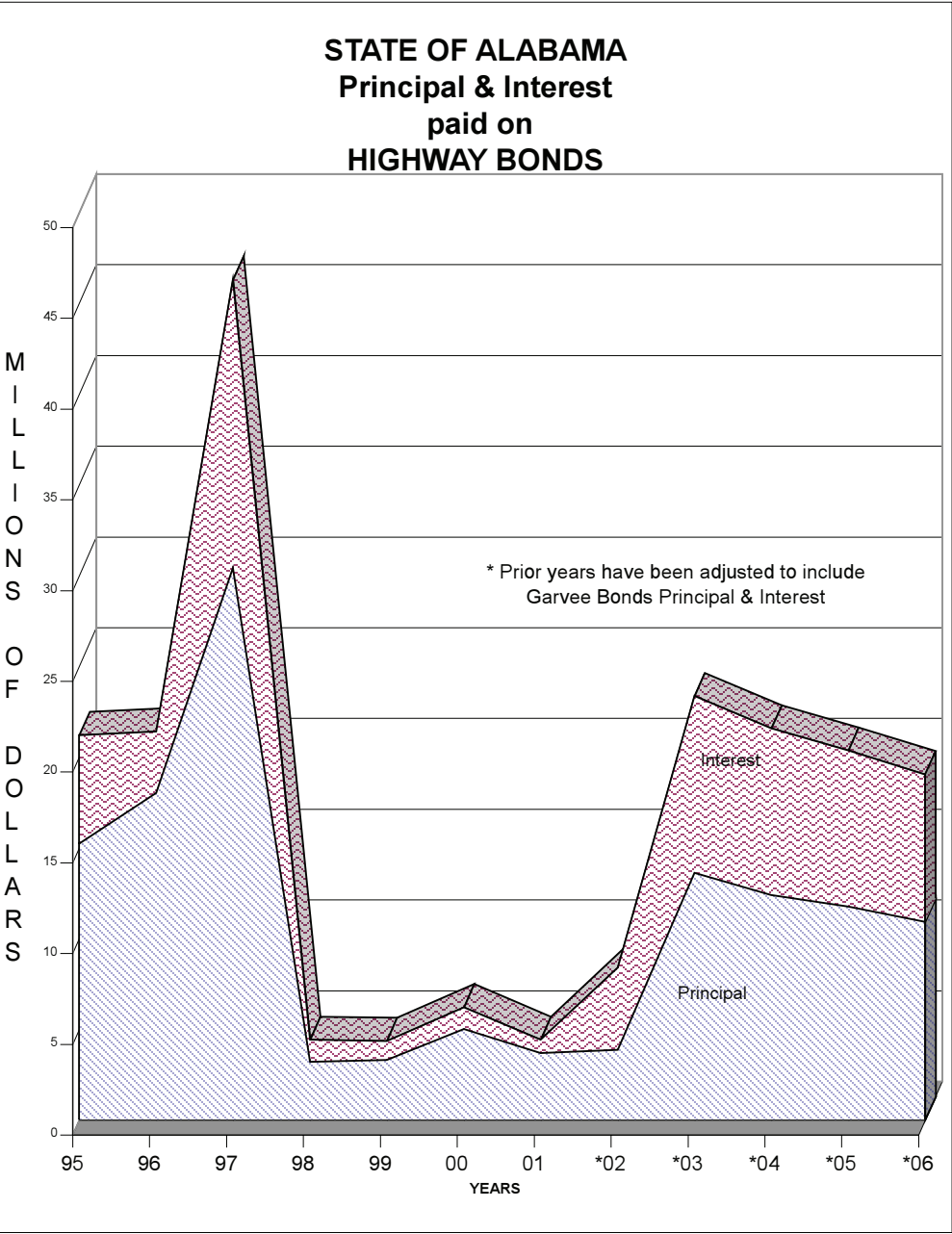
NAME	INTEREST RATE	FINAL MATURITY	TOTAL PRINCIPAL	INTEREST
AL Federal Aid Highway Auth. GARVEE Series 2002-A		3-1-2017	<u>\$159,155,000.00</u>	<u>\$47,917,679.77</u>
Total			\$159,155,000.00	\$47,917,679.77

NAME	PRINCIPAL REDEMPTION 2006-2007	INTEREST REDEMPTION 2006-2007
AL Federal Aid Highway Auth. GARVEE Series 2002-A	<u>\$11,415,000.00</u>	<u>\$7,669,235.46</u>
Total	\$11,415,000.00	\$7,669,235.46

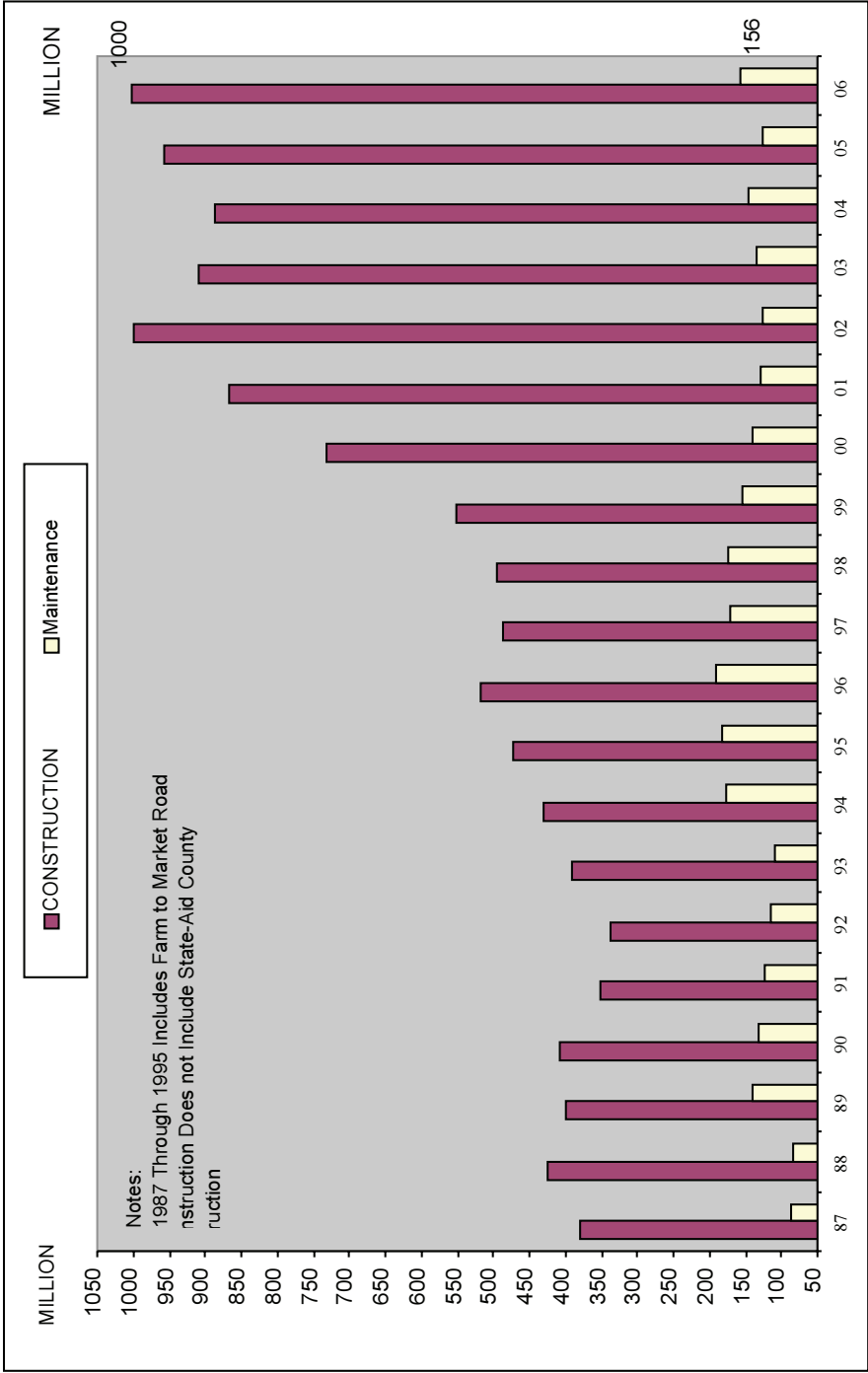
**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
DEBT SERVICE REQUIREMENTS  
ALABAMA FEDERAL AID HIGHWAY FINANCE AUTHORITY  
GARVEE BONDS - SERIES 2002-A**

YEAR	BONDS OUTSTANDING	REDEMPTION	INTEREST	TOTALS
2006-2007	\$159,155,000.00	\$11,415,000.00	\$7,669,235.46	\$19,084,235.46
2007-2008	\$147,740,000.00	\$11,920,000.00	\$7,135,812.50	\$19,055,812.50
2008-2009	\$135,820,000.00	\$12,450,000.00	\$6,526,562.50	\$18,976,562.50
2009-2010	\$123,370,000.00	\$13,010,000.00	\$5,890,062.50	\$18,900,062.50
2010-2011	\$110,360,000.00	\$13,605,000.00	\$5,258,700.00	\$18,863,700.00
2011-2012	\$96,755,000.00	\$14,245,000.00	\$4,587,545.13	\$18,832,545.13
2012-2013	\$82,510,000.00	\$14,930,000.00	\$3,830,618.75	\$18,760,618.75
2013-2014	\$67,580,000.00	\$15,660,000.00	\$3,027,631.25	\$18,687,631.25
2014-2015	\$51,920,000.00	\$16,445,000.00	\$2,195,136.68	\$18,640,136.68
2015-2016	\$35,475,000.00	\$17,285,000.00	\$1,341,625.00	\$18,626,625.00
2016-2017	\$18,190,000.00	<u>\$18,190,000.00</u>	<u>\$454,750.00</u>	<u>\$18,644,750.00</u>
		\$159,155,000.00	\$47,917,679.77	\$207,072,679.77

Bonds for Alabama Federal Aid Highway Finance Authority, authorized by Section 23-1-307, Code of Alabama, 1975,  
approved April 3, 2002.



ALABAMA DEPARTMENT OF TRANSPORTATION  
FUNDS EXPENDED FOR CONSTRUCTION AND MAINTENANCE  
1987 Thru 2006



STATE OF ALABAMA  
HIGHWAY FEDERAL AID

The following tabulation shows amounts of Federal funds administered  
by the Alabama Department of Transportation, which were matched from  
October 1, 2005, to September 30, 2006

Interstate System.....	\$ 66,017,005.03
National Highway System.....	155,298,912.22
Surface Transportation Program.....	128,922,891.61
Bridge Replacement.....	94,542,395.66
Appalachian.....	13,696,775.26
Safety Program.....	25,349,558.23
Emergency Relief.....	15,468,420.24
Minimum Guarantee/Equity bonus.....	99,901,135.38
Special Projects.....	9,171,215.97
Congestion Mitigation & Air Quality.....	2,538,087.34
Miscellaneous.....	8,019,866.86
<b>TOTAL.....</b>	<b>\$618,926,263.80</b>

STATE SUMMARY OF CONSTRUCTION AND MAINTENANCE ACTIVITIES  
BY DIVISION FOR FISCAL YEAR 2006

DIVISION NUMBER	Highway System	MILES COMPLETED						BRIDGES	
		Grade and Drain	Base and Pave	Grade, Drain Base, Pave and Bridge	Resurfacing	Widen and Resurface	Rehabilitated	Added Road Lane	Number Completed
1	STATE TOTAL								
2	STATE TOTAL				36.9 53.3	5.0 8.0		3.3 3.3	2 2
3	STATE TOTAL		12.2 12.2		62.0 70.7	2.9	2.0 2.0	6.4 6.4	4 7
4	STATE TOTAL	15.7 15.7	14.0 14.0		38.3 66.2	0 46.1			2 14
5	STATE TOTAL								0
6	STATE TOTAL								5
7	STATE TOTAL	5.2 5.2			31.6 41.5	0 12.0		1.3 1.3	1 2
8	STATE TOTAL								
9	STATE TOTAL								
TOTALS	STATE TOTAL	20.9	26.2		168.8	5.0	2.0	11.0	9
		20.9	26.2		231.7	69.0	2.0	11.0	30

NOTE: Totals include non-state system activities

**ROAD MILES UNDER MAINTENANCE AS OF OCTOBER 1, 2005 - BY DIVISION  
BY TYPE OF SURFACE (INCLUDES ON SYSTEM FACILITIES)**

DIVISION	BITUMINOUS	CONCRETE	GRAVEL (TEMP. SURF.)	TUNNELS & LINEAR INVENTORY OF BRIDGES	TOTAL MILES
1	1,437.712	95.862	0.000	20.575	1,554.149
2	923.891	0.000	0.000	7.109	931.000
3	1,032.772	72.986	0.000	27.331	1,133.089
4	1,273.366	24.908	0.000	10.807	1,309.081
5	1,300.822	0.967	1.141	19.263	1,322.193
6	1,165.895	16.470	0.379	20.580	1,203.324
7	1,434.923	0.000	3.764	11.964	1,450.651
8	1,124.543	0.243	7.945	18.181	1,150.912
9	895.203	1.046	0.000	39.944	936.193
	10,589.127	212.482	13.229	175.754	10,990.592

**ROAD MILES UNDER MAINTENANCE AS OF OCTOBER 1, 2006 - BY DIVISION  
BY TYPE OF SURFACE (INCLUDES ON SYSTEM FACILITIES) EXCLUDING SERVICE ROADS, RAMPS & CROSS ROADS**

DIVISION	BITUMINOUS	CONCRETE	GRAVEL (TEMP. SURF.)	TUNNELS & LINEAR INVENTORY OF BRIDGES	TOTAL MILES
1	1,437.662	95.861	0.000	20.624	1,554.147
2	923.891	0.000	0.000	7.109	931.000
3	1,033.619	72.986	0.000	27.347	1,133.952
4	1,273.823	24.908	0.000	10.847	1,309.578
5	1,301.832	0.967	1.141	19.263	1,323.203
6	1,176.689	6.393	0.379	20.581	1,204.042
7	1,445.319	0.000	3.764	11.964	1,461.047
8	1,125.113	0.243	7.945	18.181	1,151.482
9	894.408	1.046	0.000	39.944	935.398
	10,612.356	202.404	13.229	175.860	11,003.849



Maintenance Costs -- Fiscal Year 2006

Routine Maintenance - Not Including Interstates

	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Gen'l Office
Actual Exp.	\$ 9,728,230	\$ 6,286,205	\$ 6,927,651	\$ 7,747,044	\$ 7,809,298	\$ 7,447,362	\$ 9,037,770	\$ 5,931,442	\$ 7,259,847	
Miles of Roadway	1411.5	931.92	922.55	1280.02	1293.71	1072	1481.77	1132.99	779.55	
Cost per Mile	\$ 6,892	\$ 6,745	\$ 7,503	\$ 6,052	\$ 6,036	\$ 6,947	\$ 6,099	\$ 5,235	\$ 9,313	

Routine Maintenance - Interstate Only (excluding ramps and service roads)

	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Gen'l Office
Actual Exp.	\$ 3,406,274		\$ 8,144,042	\$ 3,107,130	\$ 3,815,088	\$ 3,965,096		\$ 725,656	\$ 6,429,825	
Miles of Roadway	172,240		208,340	85,670	111,300	143,000		28,620	179,980	
Cost per Mile	\$ 19,776		\$ 39,090	\$ 36,269	\$ 34,278	\$ 27,728		\$ 25,355	\$ 35,725	

Maintenance Resurfacing (excluding bridges and project exceptions)

	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Gen'l Office
Total (FY05)	\$ 24,634,723	\$ 18,886,122	\$ 24,386,877	\$ 21,056,679	\$ 17,911,877	\$ 18,108,483	\$ 23,839,762	\$ 18,022,819	\$ 13,211,063	
Miles of roadway	86	80	120	93	51	110	73	58	63	
Cost per mile	\$ 286,450	\$ 236,077	\$ 203,224	\$ 226,416	\$ 351,213	\$ 164,623	\$ 326,572	\$ 310,738	\$ 209,699	

Other Maintenance Projects

special maintenance activities

	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Gen'l Office
Total (FY05)	\$ 1,200,000	\$ 1,150,000	\$ 1,300,000	\$ 1,250,000	\$ 1,300,000	\$ 1,000,000	\$ 1,350,000	\$ 1,240,000	\$ 1,200,000	

Total Maintenance

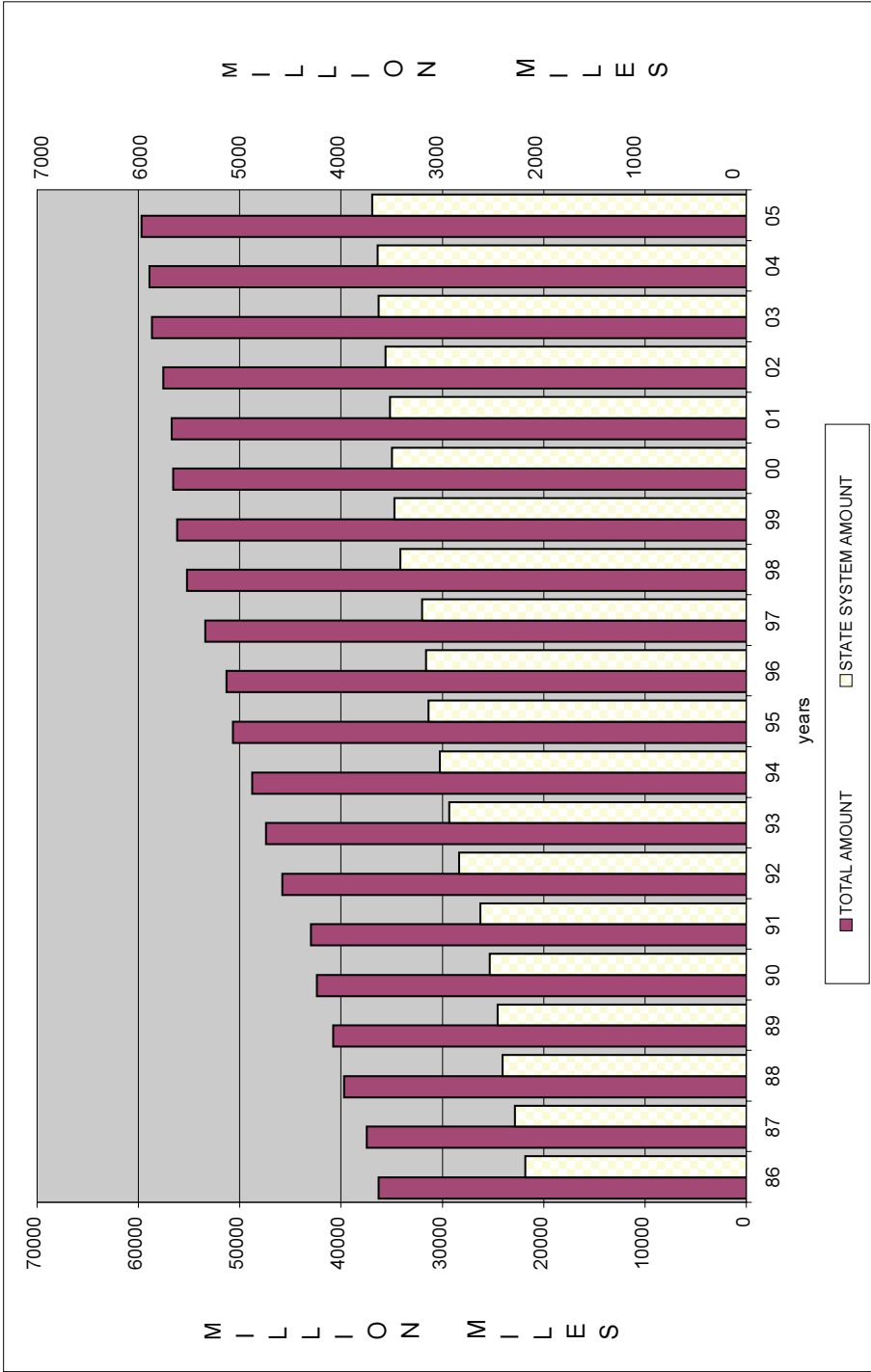
	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9	Other Maint.
Total Budget	\$ 38,969,227	\$ 26,322,327	\$ 40,758,570	\$ 33,160,853	\$ 30,836,263	\$ 30,520,941	\$ 34,227,532	\$ 25,919,917	\$ 28,100,735	
Total Road Miles	1,583,740	931,920	1,130,890	1,365,690	1,405,010	1,215,000	1,481,770	1,161,610	959,530	
Cost per Mile	\$ 24,606	\$ 28,245	\$ 36,041	\$ 24,281	\$ 21,947	\$ 25,120	\$ 23,099	\$ 22,314	\$ 29,286	

STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
PAVED AND UNPAVED ROADS  
AS CONSTRUCTED AND MAINTAINED BY STATE





ALABAMA DEPARTMENT OF TRANSPORTATION  
ANNUAL VEHICLE MILES TRAVELED



ALABAMA DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRANSPORTATION PLANNING  
MILES BY FUNCTIONAL SYSTEM AS OF 12/31/05

PRINCIPLE ARTERIAL INTERSTATE	PRINCIPLE ARTERIAL OTHER		MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL
	906 @	0				
Built:	906	0	6,003	20,459	65,814	96,455
** Projected:	0	67	13	10	4	94
Total	906	3,340	6,016	20,469	65,818	96,549
SYSTEM	PAVED		UNPAVED	TOTAL		
	Interstate	906				
State Highway	10,049	0	0	10,049		
County Roads	40,533		19,563	60,096		
National and State Parks	65		989	1,054		
Local City Streets	23,700		650	24,350		
Subtotal	75,253		21,202	96,455		
Grand Total (Built)						96,455

STATE SYSTEM MILES BY FUNCTIONAL SYSTEM (BUILT)

PRINCIPLE ARTERIAL INTERSTATE	PRINCIPLE ARTERIAL OTHER		MINOR ARTERIAL	COLLECTOR	LOCAL	TOTAL
	906	3,201				
State System Miles	3,920	9,514	4,555	2,293	0	10,955
Through Lane Miles			9947	4,706	0	28,087

\*\* NOTE: Projected - Designated Functional System Miles (Not Constructed)

@ NOTE: The Interstate Mileage is rounded off from the value of 906.441 miles to the value of 906 miles

**STATUS OF GRANT-IN-AID TO COUNTY ROAD PROGRAM  
SINCE JANUARY 1959  
COUNTY, FA, STATE, AND  
AMENDMENT ONE/GARVEE BOND BRIDGE FUNDS  
AS OF OCTOBER 1, 2006**

	ROADWAY (MILES)			BRIDGES (NUMBER & LINEAR FEET)					
	COMPLETE	UNDER CONST.	PLANNED*	COMPLETE		UNDER CONST.		PLANNED*	
COUNTY				NO.	LIN. FT.	NO.	LIN. FT.	NO.	
AUTAUGA	211.6	12	3.3	32	4303.4	0	0	0	
BALDWIN	76	0	0	37	3424.6	2	238	2	
BARBOUR	184.3	0	11.3	40	3313.4	0	0	3	
BIBB	170.8	2.2	17.4	24	2296.5	0	0	2	
BLOUNT	143.7	0	4.2	26	3186	0	0	3	
BULLOCK	183.7	5.4	22	34	4036.1	1	240	1	
BUTLER	111.9	0	6.1	54	5549.8	1	240	3	
CALHOUN	201.6	0	25.6	40	4120.2	1	185	10	
CHAMBERS	116.8	3.1	71.7	52	3095.6	0	0	17	
CHEROKEE	238.6	6.8	18.4	13	974.8	0	0	3	
CHILTON	232.2	5.5	5.7	44	5526.1	1	320	3	
CHOCTAW	165.8	0	11.9	31	4147.3	3	416	4	
CLARKE	179.9	0	9.2	37	4544.6	1	160	0	
CLAY	196	12.1	8.3	15	970.8	2	128	5	
CLEBURNE	182	0	28.8	20	2134.5	0	0	3	
COFFEE	376.2	4.422	32.8	36	5220.1	0	0	0	
COLBERT	258.7	4.94	13.5	35	2208.2	0	0	4	
CONECUH	126.3	5.3	25.3	29	3956	0	0	3	
COOSA	165.9	7.4	6.2	13	2011.4	1	340	4	
COVINGTON	276	5	17.4	30	4109.4	0	0	5	
CRENSHAW	162.1	9.8	5	35	3583.6	0	0	1	
CULLMAN	294.5	0	1	22	2631.5	0	0	2	
DALE	195.5	7	21.3	37	3892.4	0	0	0	
DALLAS	136.4	2.3	0	26	3345.1	0	0	1	
DEKALB	119.3	0	17.1	17	1426.8	1	140	7	
ELMORE	264.6	11.9	20.2	51	6211.3	0	0	1	
ESCAMBIA	198.7	8.8	10.8	30	3498.5	1	102	5	
ETOWAH	134.8	0	16.3	16	1793.3	3	346	8	
FAYETTE	167.1	0	19.6	19	2903	0	0	0	
FRANKLIN	163.9	0	22.5	24	2777.8	1	410	5	
GENEVA	249.5	0	12.4	33	4943.2	0	0	0	
GREENE	85.2	12	39	37	5047.7	3	340	2	
HALE	149.7	3.3	28.5	44	3520.2	7	708	5	
HENRY	237.6	2.8	10.1	37	3912.3	0	0	0	
HOUSTON	198.9	6.1	35.3	71	7267.2	2	284	9	
JACKSON	110.2	4.6	15.6	17	1004.5	1	220	5	
JEFFERSON	37.5	0	0	29	6848.7	0	0	11	
LAMAR	209.7	13.6	0	26	4274.1	1	120	1	
LAUDERDALE	202.3	0	22.8	27	2412.5	2	630	8	
LAWRENCE	153.6	0	49.7	26	2606.6	3	186	1	
LEE	57.8	0	0	24	3387.2	2	290	2	

\*RESOLUTION APPROVED

**STATUS OF GRANT-IN-AID TO COUNTY ROAD PROGRAM  
SINCE JANUARY 1959  
COUNTY, FA, STATE, AND  
AMENDMENT ONE/GARVEE BOND BRIDGE FUNDS  
AS OF OCTOBER 1, 2006**

	ROADWAY (MILES)			BRIDGES (NUMBER & LINEAR FEET)					
	COMPLETE	UNDER CONST.	PLANNED*	COMPLETE		UNDER CONST.		PLANNED*	
COUNTY				NO.	LIN. FT.	NO.	LIN. FT.	NO.	
AUTAUGA	211.6	12	3.3	32	4303.4	0	0	0	
BALDWIN	76	0	0	37	3424.6	2	238	2	
BARBOUR	184.3	0	11.3	40	3313.4	0	0	3	
BIBB	170.8	2.2	17.4	24	2296.5	0	0	2	
BLOUNT	143.7	0	4.2	26	3186	0	0	3	
BULLOCK	183.7	5.4	22	34	4036.1	1	240	1	
BUTLER	111.9	0	6.1	54	5549.8	1	240	3	
CALHOUN	201.6	0	25.6	40	4120.2	1	185	10	
CHAMBERS	116.8	3.1	71.7	52	3095.6	0	0	17	
CHEROKEE	238.6	6.8	18.4	13	974.8	0	0	3	
CHILTON	232.2	5.5	5.7	44	5526.1	1	320	3	
CHOCTAW	165.8	0	11.9	31	4147.3	3	416	4	
CLARKE	179.9	0	9.2	37	4544.6	1	160	0	
CLAY	196	12.1	8.3	15	970.8	2	128	5	
CLEBURNE	182	0	28.8	20	2134.5	0	0	3	
COFFEE	376.2	4.422	32.8	36	5220.1	0	0	0	
COLBERT	258.7	4.94	13.5	35	2208.2	0	0	4	
CONECUH	126.3	5.3	25.3	29	3956	0	0	3	
COOSA	165.9	7.4	6.2	13	2011.4	1	340	4	
COVINGTON	276	5	17.4	30	4109.4	0	0	5	
CRENSHAW	162.1	9.8	5	35	3583.6	0	0	1	
CULLMAN	294.5	0	1	22	2631.5	0	0	2	
DALE	195.5	7	21.3	37	3892.4	0	0	0	
DALLAS	136.4	2.3	0	26	3345.1	0	0	1	
DEKALB	119.3	0	17.1	17	1426.8	1	140	7	
ELMORE	264.6	11.9	20.2	51	6211.3	0	0	1	
ESCAMBIA	198.7	8.8	10.8	30	3498.5	1	102	5	
ETOWAH	134.8	0	16.3	16	1793.3	3	346	8	
FAYETTE	167.1	0	19.6	19	2903	0	0	0	
FRANKLIN	163.9	0	22.5	24	2777.8	1	410	5	
GENEVA	249.5	0	12.4	33	4943.2	0	0	0	
GREENE	85.2	12	39	37	5047.7	3	340	2	
HALE	149.7	3.3	28.5	44	3520.2	7	708	5	
HENRY	237.6	2.8	10.1	37	3912.3	0	0	0	
HOUSTON	198.9	6.1	35.3	71	7267.2	2	284	9	
JACKSON	110.2	4.6	15.6	17	1004.5	1	220	5	
JEFFERSON	37.5	0	0	29	6848.7	0	0	11	
LAMAR	209.7	13.6	0	26	4274.1	1	120	1	
LAUDERDALE	202.3	0	22.8	27	2412.5	2	630	8	
LAWRENCE	153.6	0	49.7	26	2606.6	3	186	1	
LEE	57.8	0	0	24	3387.2	2	290	2	

\*RESOLUTION APPROVED

**STATE OF ALABAMA DEPARTMENT OF TRANSPORTATION  
FISCAL YEAR 2006**

**Purchases of Equipment (Summary)**

State Plane (SP) .....	\$ 0.00
Automobiles (SA).....	935,680.20
Trucks (ST).....	13,870,484.19
Heavy Equipment (SE).....	6,233,716.04
State General (SG).....	7,226,104.80
S.H.D. Equipment.....	4,190,877.33
Government Surplus (GS).....	<u>0.00</u>
TOTAL.....	\$ 32,456,826.56

**Sales of Equipment (Summary)**

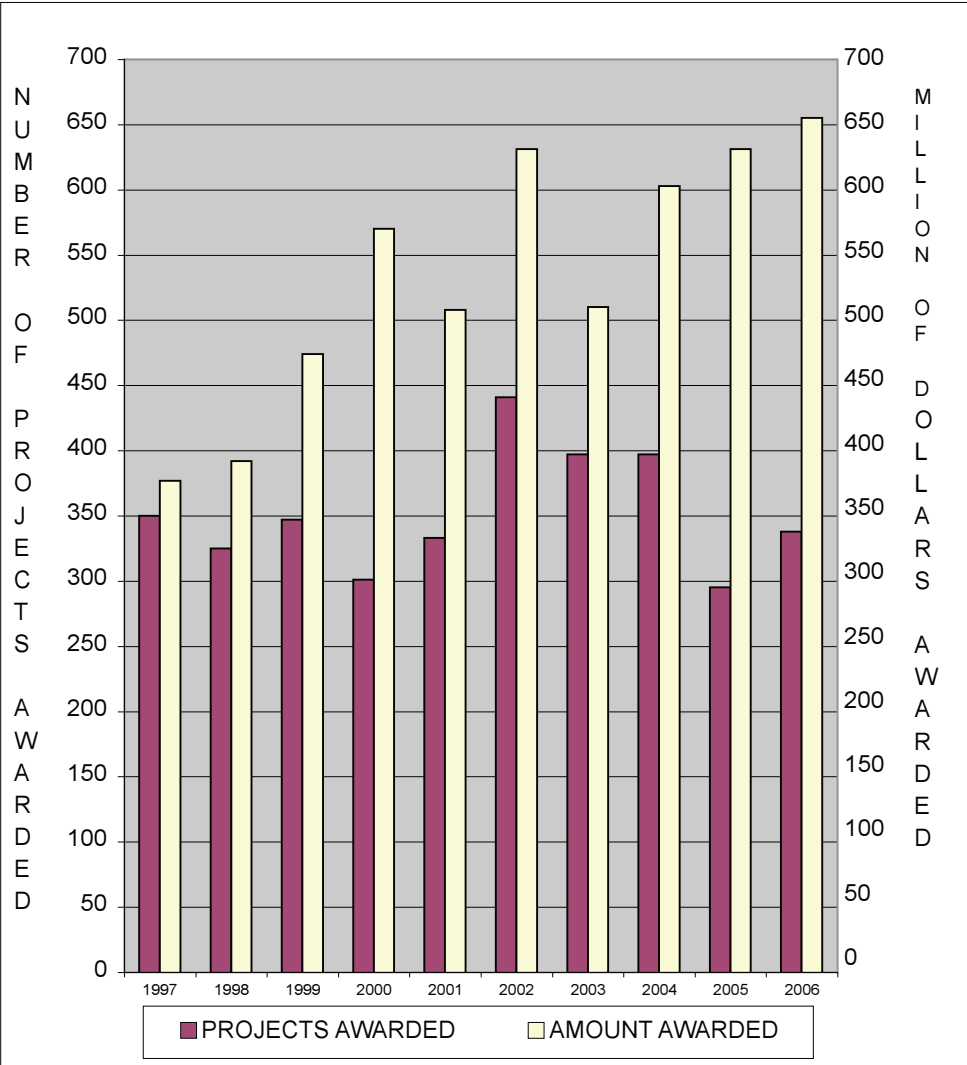
State Plane (SP) .....	\$ 0.00
Automobiles (SA).....	516,738.94
Trucks (ST).....	7,341,807.11
Heavy Equipment (SE).....	3,347,842.81
State General (SG, HD & CH) Equipment.....	<u>691,872.91</u>
TOTAL GROSS PROCEEDS.....	\$ 11,898,261.77

**Recapitulation**

Total Purchases.....	\$ 32,456,826.56
Total Sales.....	11,898,261.77
Purchases Over Sales.....	20,558,564.79
Sales of Used Tires, Tubes, Batteries, Scrap Metals & Miscellaneous Small Equipment.....	\$ 212,470.80



NUMBER OF PROJECTS AND AMOUNT AWARDED  
FOR TEN-YEAR PERIOD



**STATE OF ALABAMA AMENDMENT ONE/GARVEE BOND  
COUNTY BRIDGE REPLACEMENT PROGRAM  
SINCE NOVEMBER 7, 2000, AS OF OCTOBER 1, 2006**

COUNTY	BRIDGE STRUCTURES (NUMBER & LINEAR FEET)				
	COMPLETE		UNDER CONSTRUCTION		PLANNED*
	NO.	LIN. FT.	NO.	LIN. FT.	NO.
AUTAUGA	5	1275	0	0	0
BALDWIN	13	1138	1	102	0
BARBOUR	15	1622	0	0	3
BIBB	3	347	0	0	2
BLOUNT	5	0	0	0	3
BULLOCK	6	0	1	240	1
BUTLER	11	1032	1	240	3
CALHOUN	9	754	0	0	5
CHAMBERS	21	830	0	0	14
CHEROKEE	7	603	0	0	3
CHILTON	7	1033	1	320	3
CHOCTAW	6	962	3	416	6
CLARKE	5	1148	1	160	0
CLAY	11	538	1	64	6
CLEBURNE	10	1080	0	0	1
COFFEE	2	408	0	0	0
COLBERT	6	640	0	0	4
CONECUH	9	1440	0	0	3
COOSA	3	420	1	340	4
COVINGTON	12	1428	0	0	5
CRENSHAW	6	1652	0	0	1
CULLMAN	11	624	0	0	2
DALE	7	994	0	0	0
DALLAS	8	957	0	0	1
DEKALB	7	580	1	140	7
ELMORE	0	0	0	0	0
ESCAMBIA	11	1466	1	102	5
ETOWAH	6	596	2	304	8
FAYETTE	13	934	0	0	0
FRANKLIN	9	913	1	410	5
GENEVA	7	1394	0	0	0
GREENE	15	1150	3	340	1
HALE	2	520	7	708	5
HENRY	6	740	0	0	0
HOUSTON	12	1740	0	0	3
JACKSON	4	412	1	220	5
JEFFERSON	8	1004	0	0	11
LAMAR	8	1262	1	120	2

\*RESOLUTION APPROVED

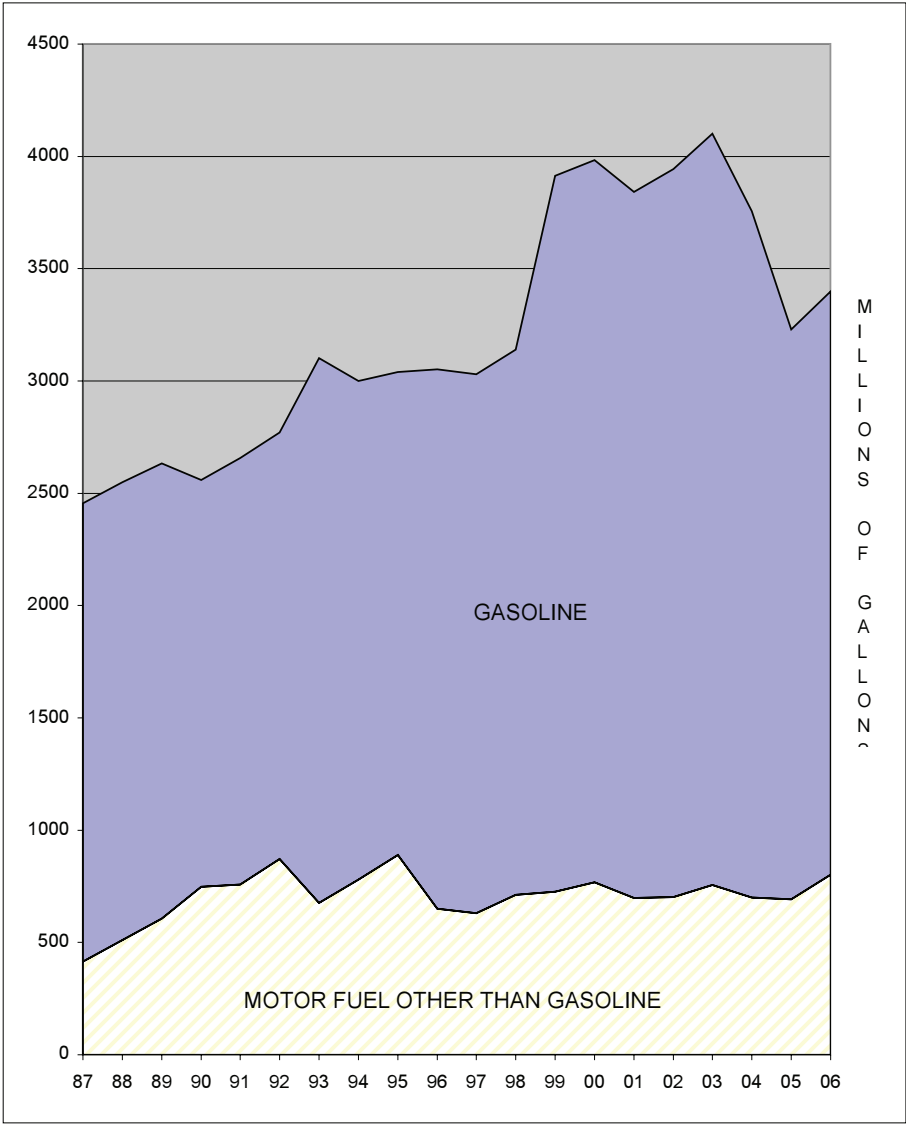
**STATE OF ALABAMA AMENDMENT ONE/GARVEE BOND  
COUNTY BRIDGE REPLACEMENT PROGRAM  
SINCE NOVEMBER 7, 2000, AS OF OCTOBER 1, 2006**

COUNTY	BRIDGE STRUCTURES (NUMBER & LINEAR FEET)				
	COMPLETE		UNDER CONSTRUCTION		PLANNED*
	NO.	LIN. FT.	NO	LIN. FT.	NO.
LAUDERDALE	7	659	2	630	5
LAWRENCE	12	739	2	150	1
LEE	4	595	1	165	1
LIMESTONE	13	1037	0	0	5
LOWNDES	4	426	0	0	0
MACON	8	874	1	280	3
MADISON	11	1148	1	240	9
MARENGO	13	1328	0	0	0
MARION	7	1040	0	0	6
MARSHALL	6	755	0	0	4
MOBILE	5	795	0	0	4
MONROE	3	656	2	360	2
MONTGOMERY	0	0	0	0	0
MORGAN	7	436	2	484	2
PERRY	7	956	2	132	7
PICKENS	16	898	4	302	6
PIKE	18	1590	3	560	7
RANDOLPH	3	656	0	0	18
RUSSELL	13	816	0	0	3
ST. CLAIR	5	530	0	0	1
SHELBY	7	241	0	0	1
SUMTER	1	56	12	462	3
TALLADEGA	3	915	1	200	2
TALLAPOOSA	8	739	1	220	7
TUSCALOOSA	8	1336	4	176	3
WALKER	3	730	0	0	1
WASHINGTON	7	2288	3	440	3
WILCOX	2	420	2	420	12
WINSTON	11	594	1	42	10
<b>TOTALS</b>	<b>518</b>	<b>56,889.0</b>	<b>71</b>	<b>9,489.0</b>	<b>248</b>

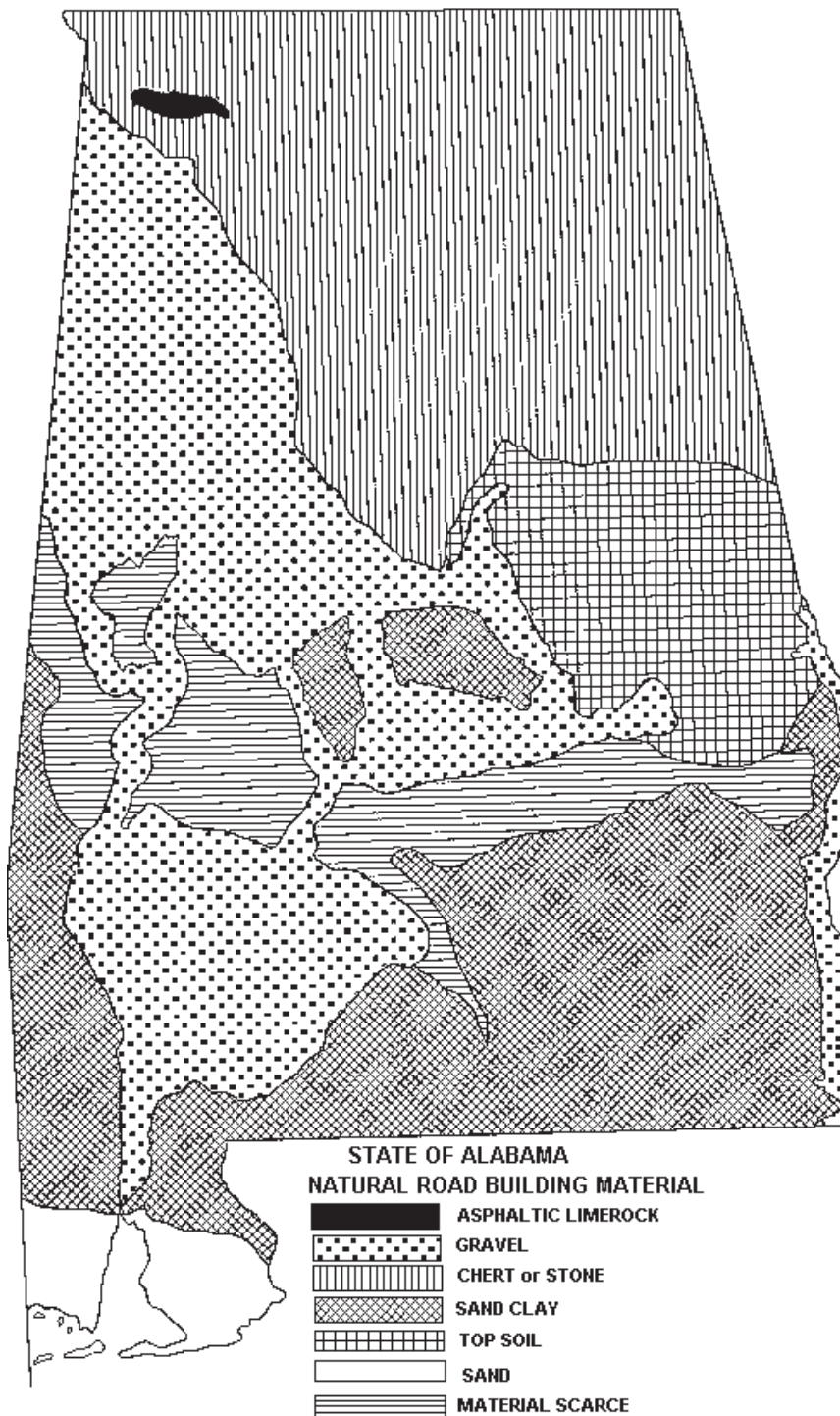
\*RESOLUTION APPROVED



STATE OF ALABAMA  
TOTAL GALLONS FUEL TAXED



Note: Effective October 1, 1992,  
Gasoline includes Gasohol reflecting  
a change in the motor fuel tax law.



**MAIL ROOM OPERATIONS**

Mail is received and picked up two times daily by the Department of Finance, Central and Supply Division. All mail for the Department is handled by the Mail Room. Postage due mail billed to the Department totaled 246 charge sheets in the amount of \$13,339.16.

**AMOUNT PAID FOR PARCEL SERVICES FOR THE FISCAL YEARS**

2004*	\$247,725.47
2005*	\$185,291.91
2006*	\$206,308.44

**AMOUNTS PAID U.S. POST OFFICE, MONTGOMERY  
FOR POSTAGE DUE MAIL FOR THE FISCAL YEARS**

2004....246 Charge Sheets Totaling.....	\$10,217.44
2005....248 Charge Sheets Totaling.....	\$10,018.42
2006....246 Charge Sheets Totaling.....	\$13,339.16

\*Includes all costs for Parcel Services and Freight Services for the Central Office and all Divisions.

DESCRIPTION OF THE ALABAMA STATE HIGHWAY SYSTEM  
AS AMENDED 2006

1. (US 231 part, US 431, US 280 part, US 82 part, US 80 part, US 78 part, US 278 part) From the Florida Line near Madrid via Dothan, Abbeville, Eufaula, Phenix City, Opelika, LaFayette, Roanoke, Wedowee, Oxford, Anniston, Gadsden, Guntersville, and Huntsville to end at the Tennessee Line near Fisk.
2. (US 72, US 43 part, US 231 part, US 431 part) From the Mississippi Line near Margerum via Tusculmbia, Florence, Athens, Huntsville, and Scottsboro to end at the Tennessee Line near Bridgeport.
3. (US 31, US 29 part, US 84 part, US 80 part, US 82 part, US 280 part, US 72 Alt part) From a junction with Alabama 16 near Spanish Fort via Stapleton, Bay Minette, Atmore, Brewton, Evergreen, Greenville, Montgomery, Birmingham, Cullman, and Decatur to end at the junction with FAI 65 in Athens.
4. (US 278 part, US 43 part, US 78 part, US 11 part, US 431 part) From the Mississippi Line near Bexar via Hamilton, Jasper, Birmingham, Leeds, Pell City, Oxford, and Heflin to end at the Georgia Line near Fruithurst.
5. (US 82 part, US 11 part, US 78 part, Alt. US 78) From a junction with Alabama 13 in Thomasville via Safford, Marion, Brent, Woodstock, Birmingham, and Jasper to end at the junction with Alabama 74 (US 278) in Natural Bridge.
6. (US 82, US 80 part, US 231 part) From the Mississippi Line near Stafford via Tuscaloosa, Centreville, Prattville, Montgomery, Union Springs, and Eufaula to end at the Georgia Line in East Eufaula.
7. (US 11, US 80 part, US 43 part, US 78 part, US 278, US 431 part) From the Mississippi Line near Cuba via Livingston, Eutaw, Tuscaloosa, Birmingham, Attalla, and Ft. Payne to end at the Georgia Line near Hammondville.
8. (US 43 part, US 82 part, US 231 part, US 80 part, US 29 part, US 280 part, US 431 part) From a junction with FAI 59 at the Cuba Interchange via Demopolis, Selma, Montgomery, and Tuskegee to end at the Georgia Line in Phenix City.
9. (Alt. US 331, US 84 part, US 29 part, US 80 part, Alt. US 84 part, US 231 part, US 78 part) From the Florida Line in Florala northerly via Opp, Brantley, Luverne, Montgomery, Wetumpka, Goodwater, Ashland, Lineville, Heflin, Iron City, Piedmont, Centre, and Cedar Bluff to end at the Georgia Line east of Cedar Bluff.
10. (US 331 part, US 29 part, US 231 part) From the Mississippi Line west of Pushmataha via Butler, Nanafalia, Camden, Greenville, Luverne, Troy, Brundidge, and Abbeville to end at the Georgia Line near Fort Gaines, Georgia.
11. *US Route No.--not used.*
12. (US 84 part, Alt. US 84, US 43 part, US 31 part, US 29 part, Alt. US 331 part) From the Mississippi Line west of Isney easterly via Bolinger, Coffeeville, Grove Hill, Mexia, Repton, Evergreen, River Falls, Andalusia, Opp, Elba, Enterprise, Daleville, and Dothan to end at the Georgia Line southeast of Gordon.
13. (US 43, US 11 part, US 82 Part, US 278 part, US 72 part) From a junction with Alabama 16 in Mobile via Thomasville, Demopolis, Eutaw, Tuscaloosa, Eldridge, Natural Bridge, Haleyville, Phil Campbell, Russellville, and Florence to end at the Tennessee Line north of Greenhill.
14. (US 43 part, US 80 part) From the Mississippi Line northwest of Pickensville via Pickensville, Aliceville, Clinton, Eutaw, Greensboro, Marion, Selma, Prattville, Wetumpka, Tallassee, Auburn, and Opelika to end at the junction with Alabama 15 (US 29) in Opelika.
15. (US 29 part, US 84 part, US 331 part, US 82 part, US 80 part, US 280 part) From a junction with Alabama 3 in Brewton via Andalusia, Luverne, Troy, Banks, Union Springs, Tuskegee, and Opelika to end at the Georgia Line in Lanett.



16. (US 90, US 98 part) From the Mississippi Line west of Grand Bay via Mobile, Spanish Fort, Loxley, and Robertsdale to end at the Florida Line east of Seminole.
17. (US 45 part, US 43 part, US 72 part) From a junction with Alabama 42 in Mobile via Citronelle, Deer Park, Chatom, Butler, York, Aliceville, Reform, Millport, Vernon, Sulligent, Hamilton, Russellville, and Florence to end at the Tennessee Line north of Zip City.
18. (US 43 part) From the Mississippi Line west of Vernon via Vernon, Fayette, and Berry to end at the junction with Alabama 69 near Oakman.
19. From a junction with Alabama 17 north of Detroit via Vina to end at the junction with Alabama 24 in Red Bay.
20. (US 43 part, US 72 part, US 72 Alt part, US 31 part) From the Tennessee Line north of Dart via Florence, Tusculumbia, and Decatur to end at the junction with FAI 565 in Huntsville.
21. (US 80 part, US 31 part, US 82 part, US 231 part, US 431 part) From the Florida Line south of Atmore via Atmore, Monroeville, Riley, Oak Hill, Furman, Hayneville, Montgomery, Wetumpka, Rockford, Sylacauga, Talladega, and Anniston to end at the junction with Alabama 9 in Piedmont.
22. (US 80 part, US 31 part, US 280 part) From a junction with Alabama 5 in Safford via Selma, Maplesville, Clanton, Cooper, Rockford, Alexander City, and Roanoke to end at the Georgia Line northeast of Rock Mills.
23. From a junction with Alabama 7 (US 11) north of Springville via St. Clair Springs to end at the junction with Alabama 25 (US 231, US 411) in Ashville.
24. From the Mississippi Line in Red Bay via Russellville and Moulton to end at the junction with Alabama 67 in Decatur.
25. (US 82 part, US 231 part, US 411 part) From a junction with Alabama 5 at Sunny South via Thomaston, Faunsdale, Greensboro, Centreville, Calera, Harpersville, Vincent, Leeds, Odenville, Ashville, Gadsden, and Centre to end at the Georgia Line east of Forney.
26. From a junction with Alabama 51 in Hurtsboro via Hatchechubbee to end at the Junction with Alabama 1 (US 431) in Seale.
27. From the Florida Line southwest of Geneva via Geneva, Enterprise, and Ozark to end at the junction with Alabama 10 in Abbeville.
28. (US 80 part) From a junction with Alabama 17 north of Boyd via Livingston, Jefferson, Linden, Catherine, and Camden to end at the junction with Alabama 21 west of Furman.
29. *US Route No.--not used.*
30. From a junction with Alabama 51 in Clayton easterly to end at the junction with Alabama 1 (US 431) in Eufaula.
31. *US Route No.--not used.*
32. From the Mississippi Line west of Cochrane easterly to end at the junction with Alabama 17 south of Cochrane.
33. From a junction with Alabama 74 (US 278) in Double Springs northeasterly via Wren and Moulton to end at the junction with Alabama 20 (US 72 Alt) east of Courtland.
34. From a junction with Alabama 53 (US 231) at Cropwell southeasterly to end at the junction with Alabama 77 north of Talladega.
35. (US 11 part) From a junction with Alabama 9 northeast of Cedar Bluff via Gaylesville, Fort Payne, Rainsville, and Scottsboro to end at the junction with Alabama 2 (US 72) west of Woodville.
36. From a junction with Alabama 33 in Wren via Danville and Hartselle to end at the junction with Alabama 53 (US 231) at Laceys Spring.
37. From a junction with Alabama 12 and 134 (US 84) in Daleville northerly to end at the Tank Hill Gate sign of Ft. Rucker Reservation.
38. (US 280, US 431 part, US 80 part) From a junction with Alabama 3 (US 31) in Birmingham southeasterly via Sylacauga, Alexander City, Dadeville, and Opelika to end at the Georgia Line in Phenix City.

39. From a junction with Alabama 7 (US 11) north of Livingston via Gainesville to end at the junction with Alabama 14 in Clinton.
40. From a junction of Alabama 35 south of the Tennessee River Bridge near Scottsboro easterly north of Dutton via Dean's Chapel and Henegar to end at the junction with Alabama 117 near Hammondville.
41. (US 29 part, US 31 part, US 84 part) From the Florida Line in Dixonville via Brewton, Repton, Monroeville, and Camden to end at the junction with Alabama 14 in Selma.
42. (US 98, US 90 part) From the Mississippi Line west of Wilmer via Wilmer, Mobile, Spanish Fort, Fairhope, Barnwell, and Foley to end at the Florida Line near Lillian.
43. *US Route No.--not used.*
44. From a junction with Alabama 118 (US 78) in Guin via Twin to end at the junction with Alabama 129 near Brilliant.
45. *US Route No.--not used.*
46. From a junction with Alabama 4 (US 78) in Heflin via Bells Mill and Trickem to end at the Georgia Line east of Trickem.
47. From a junction with Alabama 12 (US 84) at Mexia via Monroeville, Beatrice, and Midway to end at the junction with Alabama 10 in Awins.
48. From a junction with Alabama 9 at Lineville via Wedowee and Woodland to end at the Georgia Line east of Graham.
49. (US 280 part) From the beginning of the South ramps of Neil's Chapel Interchange at FAI 85 northerly via Franklin, Reeltown, Dadeville, Newsite, Mellow Valley, and Lineville to end at the junction with Alabama 281 east of Cheaha State Park.
50. From a junction with Alabama 229 at Red Hill via Union, Walnut Hill, Thornton, Camp Hill, and LaFayette to end at the junction with Alabama 15 (US 29) in Lanett.
51. (US 82 part) From a junction with Alabama 12 (US 84) west of Enterprise via Clintonville, Rocky Head, Ariton, Clio, Louisville, Clayton, Midway, Hurtsboro, and Marvyn to end at the Junction with Alabama 38 (US 280) in Opelika.
52. (US 84 part) From a junction with Alabama 9 (US 331) in Opp, via Kinston, Samson, Geneva, Hartford, and Dothan to end at the Georgia Line in Columbia.
53. (US 231 part, US 82 part, US 80 part, US 280 part, US 411 part) From the Florida Line south of Grangeburg via Cottonwood, Dothan, Midland City, Troy, Montgomery, Wetumpka, Sylacauga, Harpersville, Pell City, Ashville, Oneonta, Arab, Huntsville, and Ardmore to end at the junction with FAI 65 south of the Tennessee Line.
54. From a junction with Alabama 9 (US 331) in Florala via Hacoda to end at the junction with Alabama 52 west of Samson.
55. (US 84 part, US 29 part) From the Florida Line in southwest Florala via Andalusia to end at the junction with Alabama 3 (US 31) at McKenzie.
56. From the Mississippi Line west of Chatom via Chatom to end at the junction with Alabama 13 (US 43) in Wagarville.
57. (US 45 part) From a junction with Alabama 17 at Deer Park, via Fruitdale, to end at the Mississippi Line northwest of Yellow Pine.
58. From a junction with Alabama 6 (US 82) and Alabama 25 in Centreville near the east end of the Cahaba River Bridge easterly along Walnut Street to end at the junction with Alabama 6 (US 82) in Centerville.
59. (US 90 part) From a junction with Alabama 182 in Gulf Shores via Foley, Robertsedale, Loxley, Stapleton, Bay Minette, and Stockton to end at the junction with Alabama 21 in Uriah.
60. From a junction with Alabama 14 at Wedgeworth northeasterly to end at the junction with Alabama 69 near Havana.
61. From a junction with Alabama 8 (US 80) in Uniontown via Newbern to end at the junction with Alabama 14 in Greensboro.
62. From a junction with Alabama 227 at Meltonsville westerly to end at the north entrance to an industrial facility.

63. From a junction with Alabama 14 at Claud via Eclectic, Alexander City, and Hackneyville to end at the junction with Alabama 9 south of Millerville.
64. From a junction with Alabama 13 (US 43) south of Green Hill via Lexington to end at the junction with Alabama 207 north of Anderson.
65. From a junction with Alabama 2 (US 72) north of Paint Rock via Garth, Trenton, Hollytree, Princeton, Larkin, and Swaim to end at the Tennessee Line north of Francisco.
66. From a junction with Alabama 28 at Consul easterly to end at the junction with Alabama 5 southwest of Safford.
67. (US 72 Alt part) From a junction with Alabama 53 (US 231) south of Summit via Hulaco, Somerville, and Decatur to end at the State Docks Property north of Alabama 20 (US 72 Alt) in Decatur.
68. (US 411 part) From a junction with Alabama 75 north of Albertville via Crossville, Collinsville, Leesburg, Centre, Cedar Bluff, and Gaylesville to end at the Georgia Line east of Gaylesville.
69. (US 43 part, US 80 part, US 78 part, US 31 part, US 278 part) From a junction with Alabama 177 in Jackson via Coffeeville, Nanafalia, Linden, Gallion, Greensboro, Moundville, Tuscaloosa, Oakman, Jasper, Cullman, and Arab to end at the junction with Alabama 1 (US 431) in Guntersville.
70. From a junction with Alabama 3 (US 31) at Dargin northeasterly to end at the junction with Alabama 25 in Columbiana.
71. From a junction with Alabama 35 in Section via Flat Rock and Higdon to end at the Georgia Line northeast of Higdon.
72. *US Route No.--not used.*
73. From a junction with Alabama 71 northeast of Higdon northerly via Bryant School to end at the Tennessee Line.
74. (US 278 part, US 431 part, Alt. US 78 part) From a junction with Alabama 4 (US 78) west of Hamilton via Hamilton Natural Bridge, Double Springs, Cullman, Holly Pond, Attalla, Gadsden, and Piedmont to end at the Georgia Line.
75. From the southern limits of FAI 59 at Cozy Corner via Pinson, Oneonta, Albertville, Rainsville, and Ider to end at the Georgia Line north of Ider.
76. (US 280 part, US 231 part) From a junction with Alabama 25 north of Wilsonville via Childersburg to end at the junction with Alabama 21 at Winterboro.
77. From a junction with Alabama 1 (US 431) in LaFayette via Wadley, Mellow Valley, Ashland, Talladega, Lincoln, Southside, Rainbow City, and Attalla to end at the junction with Alabama 1 (US 431) northwest of Attalla.
78. *US Route No.--not used.*
79. (US 231 part, US 431 part) From a junction with FAI 59 (Northbound ramp) in Birmingham via Tarrant City, Pinson, Cleveland, Liberty, Brooksville, Guntersville, Scottsboro, Skyline, and Hytop to end at the Tennessee Line north of Hytop.
80. *US Route No.--not used.*
81. From a junction with Alabama 8 (US 80) in Tuskegee northerly to end at the junction with Alabama 14 in Notasulga.
82. *US Route No.--not used.*
83. From a junction with Alabama 3 (US 31) in Evergreen via Lyeffion to end at the junction with Alabama 47 in Midway.
84. *US Route No.--not used.*
85. From a junction with Alabama 27 in northeast Geneva northeasterly via Bellwood and Clayhatchee to end at the south boundary of the Fort Rucker Reservation in Daleville.
86. From the Mississippi Line west of Pickensville easterly via Pickensville and Carrollton to end at the junction with Alabama 6 (US 82) southeast of Gordo.
87. (US 84 part) From the Florida Line south of Samson northerly via Samson, Elba, and Spring Hill to end at the junction with Alabama 53 (US 231) in Troy.
88. From a junction with Alabama 12 (US 84) in northwest Enterprise southeasterly to a junction with Alabama 192 and Alabama 167 in southeast Enterprise.

89. From a junction with Alabama 21 near Snow Hill northerly via Carlowville to end at the junction with Alabama 41 north of Richmond.
90. *US Route No.--not used.*
91. From a junction with Alabama 69 at Wilburn via Arkadelphia and Hanceville to end at the junction with Alabama 74 (US 278) in Holly Pond.
92. From a junction with Alabama 167 southeast of Enterprise easterly via Clayhatchee to end at the junction with Alabama 12 (US 84) north of Wicksburg.
93. From a junction with Alabama 53 (US 231) near the south city limits of Brundidge northerly via Brundidge to end at the junction with Alabama 15 (US 29) in Banks.
94. From a junction with Alabama 9 (US 331) in Ada southeasterly via Ramer and Dublin to end at the junction with Alabama 53 (US 231) in Orion.
95. From the Florida Line at the Chattahoochee State Park northerly via Lucy, Gordon, Columbia, and Abbeville to end at the junction with Alabama 1 (US 431) south of Terese.
96. From the Mississippi Line west of Millport via Millport and Kennedy to end at the junction with Alabama 18 in Fayette.
97. (US 31 part) From a junction with Alabama 9 (US 331) north of Highland Home via Davenport and Hayneville to end at the junction with Alabama 8 (US 80) in Lowndesboro.
98. *US Route No.--not used.*
99. From a junction with Alabama 3 (US 31) in Athens northwesterly via Goodsprings to end at the junction with Alabama 207 north of Anderson.
100. From a junction with Alabama 15 in Andalusia northeasterly to end at a junction with Alabama 12 (US 84) near the northeast city limits of Andalusia.
101. From a junction with an unknown Lawrence county road west of Moulton northerly via Hatton, Town Creek, Elgin, and Lexington to end at the Tennessee Line north of Lexington.
102. From a junction with Alabama 171 (US 43) north of Fayette easterly via Studdards Crossroads to end at the junction with Alabama 124 in Townley.
103. From the Florida Line south of Fadette northerly and northwesterly via Fadette and Slocomb to end at the junction with Alabama 123 in Wicksburg.
104. From a junction with Alabama 42 (US 98) in Fairhope easterly via Silverhill to end at the junction with Alabama 59 in Robertsdale.
105. From a junction with Alabama 27 in Ozark northeasterly via Skipperville and Clopton to end at the junction with Alabama 10 north of Clopton.
106. From the Conecuh-Butler County line east of Midway easterly via Georgiana to end at the junction with Alabama 15 (US 29) south of Brantley.
107. From a junction with Alabama 18 west of Fayette via Bluff to end at the junction with Alabama 118 (US 278) in Guin.
108. Proposed route from the junction of Alabama 8 & 21 (US 80) on the west side of Montgomery westerly to end at the junction of FAI 85 east of Montgomery (known as the "Montgomery Outer Loop).
109. From the Florida Line southwest of Madrid northerly to end at the junction with Alabama 1 (US 231) north of Madrid.
110. From a junction of Alabama 8 (US 80) east of Montgomery southeasterly via Cecil and Fitzpatrick to end at the junction with Alabama 6 (US 82) west of Union Springs.
111. From a junction with Alabama 212 in Wetumpka via Holtville to end at the junction with Alabama 143 north of Deatsville.
- 112.
113. (US 29 part, US 31 part) From the Florida Line in Flomaton northerly via Flomaton and Pineview to end at the junction with FAI 65 near Barnett Crossroads.
114. From a junction with Alabama 10 south of Lavaca northeasterly via Lavaca and Pennington to the west end of the Tombigbee River Bridge and from the East end of the Tombigbee River Bridge easterly via Myrtlewood to end at the junction with Alabama 69 southeast of Myrtlewood.

115. From a junction with Alabama 9 south of Kellyton northerly to end at the junction with Alabama 38 (US 280) in Kellyton.
116. From a junction with Alabama 17 south of Geiger easterly to end at the junction with Alabama 39 in Gainesville.
117. From the Georgia Line south of Mentone northwesterly via Mentone, Valley Head, Ider, Flat Rock, Stevenson, and Bass to end at the Tennessee Line north of Bass.
118. (US 278 part, US 78 part, Alt. US 78 part) From the Mississippi Line west of Sulligent via Sulligent, Guin, Winfield, and Carbon Hill to end at the junction with Alabama 69 in Jasper.
119. From a junction with Alabama 25 in Montevallo northerly via Alabaster, Pelham, and Oak Mountain State Park to end at the junction with Alabama 4 (US 78) in Leeds.
120. From a junction with Alabama 49 in Reeltown southeasterly to end at the junction with Alabama 14 in Liberty City.
121. Deleted from the State System
122. From a junction with Alabama 12 (US 84) in New Brockton northeasterly to end at the junction with Alabama 51 in Clintonville.
123. From a junction with Alabama 167 south of Hartford northerly via Hartford, Newton, Ozark, and Arifton to end at the junction with Alabama 53 (US 231) west of Arifton.
124. From a junction with Alabama 118 (US 78) east of Pocahontas southeasterly via Townley to end at the junction with Alabama 69 at McCollum.
125. From a junction with Alabama 203 in Elba northeasterly via Arcus, Victoria, and Tarentum to end at the junction with Alabama 53 (US 231) south of Brundidge.
126. From a junction with Alabama 8 (US 80) at Technacenter Drive east of Montgomery easterly parallel with FAI-85 to end at a junction with Alabama 8 (US 80) at Waugh.
127. From a junction with Alabama 99 in Athens northerly via Elkmont to end at the Tennessee Line north of Elkmont.
128. From a junction with Alabama 63 south of Alexander City easterly to end at Wind Creek Park.
129. (US 78 part) From a junction with Alabama 171 (US 43) north of Fayette, northerly via Hubbertsville, Glen Allen, Brilliant, and Haleys to end at the junction with Alabama 13 south of Haleyville.
130. From a junction with Alabama 15 (US 29) east of Banks easterly via Shiloh to end at the junction with Alabama 51 southwest of Louisville.
131. From a junction with Alabama 10 west of Blue Springs northeasterly via Texasville and Baker Hill to end at the junction with Alabama 1 (US 431) south of Eufaula.
132. From a junction with Alabama 75 in Oneonta northeasterly via Tait's Gap and Altoona to end at the junction with Alabama 74 (US 278) east of Red Bud.
133. From a junction with Alabama 157 southeast of Tuscumbia northerly via Muscle Shoals and across Wilson Dam to end at the junction with Alabama 20 west of Florence.
134. (US 84 part) From a junction with Alabama 9 and Alabama 12 (US 331 and US 84) north of the L&N Railroad in Opp easterly via Ino, Turner Crossroads, Enterprise, Daleville, Newton, Midland City, and Headland to end at the junction with Alabama 95 near Columbia.
135. From a junction with Alabama 182 east of Gulf Shores northwesterly through Gulf State Park to end at the junction with Alabama 180 in Gulf Shores.
136. From a junction with Alabama 21 south of Monroeville southeasterly via Excel to end at the junction with Alabama 12 (US 84) west of the Conecuh-Monroe County Line.
137. From the Florida Line south of Wing northerly via Wing to end at the junction with Alabama 15 (US 29) south of Andalusia.
138. From the west denied access line of FAI 85, 0.45 miles north of the centerline of FAI 85 easterly to end at Alabama 8 in Shorter.
139. From a junction with Alabama 22 in Maplesville northerly via Randolph and Brierfield to end at the junction with Alabama 25 southwest of Wilton.
140. From a junction with Alabama 41 southeast of Selma easterly to end at the junction with Alabama 14 west of Burnsville.

141. From a junction with Alabama 189 northerly via Danleys Crossroads to end at the junction with Alabama 9 (US 331) south of Brantley.
142. From a junction with Alabama 118 (US 278) east of the Lamar-Marion County Line, northeasterly to end at the junction with Alabama 118 and Alabama 171 (US 43) in Guin.
143. From a junction with FAI 65 north of Montgomery northerly via Millbrook and Speigner to end at the junction with Alabama 3 (US 31) north of Marbury.
144. From a junction with Alabama 53 (US 231) south of Wattsville northeasterly via Ragland and Ohatchee to end at the junction with Alabama 1 (US 431) in Alexandria.
145. From a junction with Alabama 3 (US 31) in Clanton northerly to end at the junction with Shelby County Road 61 south of Wilsonville.
146. From a junction with Alabama 65 at Swaim easterly to end at the junction with Alabama 79 north of Skyline.
147. From a junction with Alabama 15 (US 29) south of Auburn northerly via Auburn, The Bottle, and Gold Hill to end at the junction with Alabama 1 (US 431) north of Gold Hill.
148. From a junction with Alabama 21 in Sylacauga easterly to end at the junction with Alabama 9 in Millerville.
149. From a junction with Alabama 38 (US 280) westerly along Shades Creek Parkway and Lakeshore Drive, thence northerly along Green Springs Highway and easterly along University Boulevard to end at the junction with Alabama 3 (US 31 and US 280) in Birmingham.
150. From a junction with Alabama 5 and Alabama 7 (US 11) in Bessemer easterly to end at the junction with Alabama 3 (US 31) in Hoover.
151. From a junction with Alabama 79 north of Pinson northeasterly to end at the junction with Alabama 75 north of Pinson.
152. From a junction with FAI 65 north of Montgomery easterly along Northern Boulevard to end at the junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) at Madison Park.
153. From the Florida Line south of Samson northerly to end at the junction with Alabama 52 west of Samson.
154. From a junction with Alabama 69 north of Coffeeville easterly via McEntyre and Chilton to end at the junction with Alabama 13 (US 43) in Thomasville.
155. From a junction with Alabama 3 (US 31) north of Jemison northwesterly via Wessington to end at the junction with Alabama 119 in Montevallo.
156. From a junction with Alabama 17 at Jachin easterly via Robjohn to end at the junction with Alabama 114 south of Pennington.
157. (US 72 Alt part, US 72 part, US 43 part) From a junction with Alabama 74 (US 278) east of Cullman northwesterly via Cullman, Moulton, Tuscumbia, Florence, and Cloverdale to end at the Tennessee Line.
158. From a junction with Alabama 17 (US 45) in Prichard easterly to end at the junction with Alabama 13 (US 43) in Saraland.
159. From a junction with Alabama 6 (US 82) in Gordo, northerly via Lubdub to end at the junction with Alabama 171 in Fayette.
160. From a junction with Alabama 3 (US 31) southwest of Hayden via Hayden and Nectar to end at the junction with Alabama 53 (US 231) in Cleveland.
161. From a junction with Alabama 182 east of Gulf Shores northerly via Cotton Bayou to end at the junction with Alabama 180 east of Canal Bridge.
162. From a junction with Alabama 5 at Kimbrough northeasterly to end at the junction with Alabama 28 northwest of Millers Ferry.
163. From a junction with Alabama 193 east of Theodore via Hollingers Island to end at the junction with Alabama 16 (US 90) in Mobile.
164. From a junction with Alabama 10 near Camp Camden easterly to end at the junction with Alabama 28 in Camden.



165. From a junction with Alabama 1 (US 431) west of Wylaunee northerly via Twinsprings, Jernigan, Loflin, and Fort Mitchell to end at the junction with Alabama 1 (US 431) in Phenix City.
166. From a junction with Alabama 141 at Danleys Crossroads easterly to end at the junction with Alabama 12 (US 84) in Elba.
167. (US 84 part) From the Florida Line southeast of Hartford northwesterly via Hartford, Highbluff, Enterprise, and Folsom Bridge to end at the junction with Alabama 87 south of Spring Hill.
168. From a junction with Alabama 75 in Douglas easterly via Boaz and Kilpatrick to end at the junction with Alabama 68 west of Crossville.
169. From a junction with Alabama 1 (US 431) northeast of Seale northerly via Crawford to end at the junction with Alabama 51 in Opelika.
170. From a junction with Alabama 9, Alabama 21, and Alabama 53 (US 231) in Wetumpka northeasterly to end at the junction with Alabama 63 in Eclectic.
171. (US 43 part, US 78 part, US 278 part, Alt. US 78 part) From a junction with Alabama 13 (US 43) north of Northport northwesterly via Newtonville, Fayette, Winfield, and Guin to end at the junction with Alabama 17 (US 43) in Hamilton.
172. From a junction with Alabama 19 at Vina easterly via Hodges and Hackleburg to end at the junction with Alabama 13 in Bear Creek.
173. From a junction with Alabama 1 (US 431) in Headland via Newville and Capps to end at the junction with Alabama 27 southwest of Abbeville.
174. (US 411 part) From a junction with Alabama 7 (US 11) in Springville southeasterly via Odenville to end at the junction with Alabama 53 (US 231) north of Pell City.
175. From a junction with Alabama 14 west of Sprott northerly to end at the junction with Alabama 5 south of Heiberger.
176. From a junction with Alabama 68 southeast of Collinsville northeasterly via Dogtown along Little River Canyon to end at the junction with Alabama 35 southeast of Fort Payne.
177. From a junction with Alabama 13 (US 43) at Jackson southeasterly and northeasterly via Jackson to end at the junction with Alabama 13 (US 43) north of Jackson.
178. From a junction with Alabama 13 (US 43) north of Grove Hill easterly to end at the junction with Main Street in Fulton.
179. From a junction with Alabama 74 (US 278) at Howelton northerly via Aurora to end at the junction with Alabama 168 west of Boaz.
180. From the west end of the paved road in Fort Morgan easterly via Gulf Shores and Orange Beach to end at Bear Point.
181. From a junction with Alabama 16 (US 90) at Malbis north to end at the junction with Alabama 3 (US 31).
182. From Pine Beach west of Gulf Shores easterly via Gulf Shores to end at the Florida Line.
183. From a junction with Alabama 8 (US 80) in Uniontown northeasterly via Marion, and Sprott to end at the junction with Alabama 6 (US 82) northwest of Maplesville.
184. From a junction with Alabama 2, Alabama 13, and Alabama 17 (US 43 and US 72) in Muscle Shoals easterly via Listerhill and Nitrate City to end at the junction with Alabama 101 north of Town Creek.
185. From a junction with Alabama 3 (US 31) south of Greenville northerly via Greenville and Fort Deposit to end at the junction with Alabama 3 (US 31) south of Sandy Ridge.
186. From a junction with FAI 85 northeast of Tuskegee southeasterly to end at the junction with Alabama 8 and Alabama 15 (US 80 and US 29) southwest of Alliance.
187. From a junction with Alabama 17 (US 43) north of Hamilton northerly via Hodges to end at the junction with Alabama 24 in Belgreen.
188. From the northern limits of FAI 10 north of Grand Bay via Grand Bay, Bayou La Batre, and Coden to end at the junction with Alabama 193 at Alabama Point.
189. From a junction with Alabama 52 in Kinston northerly via Elba to end at the junction with Alabama 9 (US 331) south of Brantley.

- 190.
191. From a junction with Alabama 22 east of Maplesville northerly via Pleasant Grove to end at the junction with Alabama 3 (US 31) in Jemison.
192. From a junction with Alabama 167 in Enterprise northwesterly and northeasterly to end at the junction with Alabama 12 (US 84).
193. From a point on Dauphin Island south of the Dauphin Island Bridge (just north of Desoto Avenue) northerly across the Dauphin Island Bridge via Alabama Point and Mon Louis Island to end at the western limits of Alabama 16 (US 90) near Tillmans Corner.
- 194.
195. From a junction with Alabama 5 in Jasper northerly via Poplar Springs, Double Springs, Ashridge, and Forkville to end at the junction with Alabama 13 in Haleyville.
196. From a junction with Alabama 52 west of Geneva southeasterly to end at the junction with Alabama 27 south of Geneva.
197. From a junction with Alabama 15 (US 29) south of Union Springs northerly along Rooney Street to end at the junction with Alabama 6 and Alabama 15 (US 82 and US 29) in Union Springs.
198. From a junction with Alabama 239 in Clayton easterly to end at the junction with Alabama 30 in southeast Clayton.
199. From a junction with Alabama 81 north of Tuskegee northwesterly to end at the junction with Alabama 14 southwest of Liberty City.
200. From a junction with Alabama 21 near the southwest city limits of Piedmont northerly to end at the junction with Alabama 74 (US 278) near the northwest city limits of Piedmont.
201. From a junction with Alabama 93 southeast of Banks northerly to end at the junction with Alabama 15 (US 29) east of Banks.
202. From a junction with Interstate 20 in Talladega County northerly via Coldwater to end at the junction with Alabama 1 and Alabama 21 (US 431) in Anniston.
203. From a junction with Alabama 189 in Elba northwesterly and easterly to end at the junction with Alabama 125 in Elba.
204. From Alabama 1 (US 431) west of Crystal Springs via Angel to end at the junction with Alabama 21 in Jacksonville.
205. From a junction with Alabama 1 (US 431) south of Boaz northerly via Boaz and Albertville to end at the junction with Alabama 1 (US 431) south of Guntersville.
206. From a junction with Alabama 6 (US 82) in Prattville easterly along Fourth Street and southerly to end at the junction with Alabama 14 (Main Street) in Prattville.
207. From a junction with Alabama 2 (US 72) in Rogersville northerly via Anderson to end at the Tennessee Line north of Anderson.
208. From a junction with Alabama 165 at Cottonton easterly to the east end of the Chattahoochee River bridge near Cottonton.
209. From a junction with Alabama 58 in Centerville at the Courthouse northwesterly along Market Street and East Market Street to end at the junction with Alabama 25 in Centerville.
210. A highway, roughly circular, around Dothan connecting each of the highway routes radiating from that city and described in a clockwise direction beginning at Alabama 1 (US 231) in south Dothan and ending at Alabama 1 (US 231) in south Dothan.
211. From a junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden northerly to end at the junction with Alabama 7 (US 11) in Reece City.
212. From a junction with Alabama 14 (Wetumpka By-Pass) east to end at the junction with Company Street in Wetumpka.
213. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northeasterly to a junction with Alabama 13 (US 43) in Saraland.
- 214.



215. From a junction with Alabama 6 (US 82) in Tuscaloosa northerly along Greensboro Avenue to 5th Street, thence easterly along 5th Street and University Boulevard to end at the junction with Alabama 7 (US 11).
216. From a junction with Alabama 215 (University Boulevard) northeasterly via Brookwood to end at the junction with FAI 59 near Bucksville.
217. From a junction with Alabama 17 (US 45) northwest of Eight Mile Creek in Prichard northwesterly via Georgetown to end at the junction with Prine Road southwest of Citronelle.
- 218.
219. (US 82 part) From a junction with Alabama 22 southwest of Selma northerly via Harper Chapel, Perryville, and Centerville to end at the junction with Alabama 5 north of Centerville.
- 220.
221. From a junction with Alabama 41 southwest of Camden northerly to end at the junction with Alabama 28 northwest of Camden.
- 222.
223. From a junction with Alabama 15 (US 29) northwest of Banks northeasterly via Saco to end at the junction with Alabama 6 (US 82) in Union Springs.
- 224.
225. From a junction with Alabama 3 (US 31) near Spanish Fort northerly to end at the junction with Alabama 59 at Stockton.
- 226.
227. From a point on the DeKalb-Etowah County line northerly via Crossville and Geraldine to end at the junction with Alabama 1 and Alabama 79 (US 431) in Guntersville.
- 228.
229. From a junction with FAI 85 South of Milstead northerly via Tuckabatchie, Tallassee, Burlington, Kent, and Red Hill to end at the junction with Alabama 63 south of Martin Lake.
- 230.
231. *US Route No.--not used.*
- 232.
233. From a junction with Alabama 129 in Glen Allen northerly to end at the junction with Alabama 74 (US 278) west of Natural Bridge.
- 234.
235. From a junction with Alabama 38 (US 280) in Childersburg northerly along Plant Road to end at the junction with a paved county crossroads south of the CSX Railroad crossing at Grasmere.
- 236.
237. From a junction with Alabama 172 west of Bear Creek northeasterly via Shady Grove to end at the junction with Alabama 13 in Phil Campbell.
- 238.
239. From a junction with Alabama 30 in Clayton northeasterly along the western bypass and Louisville Street northwesterly along Midway Street via Smuteye to end at the junction with Alabama 15 (US 29) south of Union Springs.
- 240.
241. From a junction with Alabama 74 (US 278) at White House northerly via Lumbull to end at the junction with Alabama 237 southwest of Phil Campbell.
- 242.
243. From a junction with Alabama 195 near Rabbit Town via Pebble to end at the junction with Alabama 24 in Russellville.
- 244.
245. From a junction with Alabama 10 in Greenville northwesterly to end at the junction with Alabama 185 in Greenville.
- 246.

- 
247. From a junction with Alabama 24 east of Red Bay northeasterly via White Oak to end at the junction with Alabama 2 (US 72) west of Tusculumbia near Pride.
  248. From a junction with Alabama 27 in Enterprise easterly to end at the west gate of Ft. Rucker Reservation.
  249. From the north boundary of Ft. Rucker Reservation northeasterly to end at the junction with Alabama 27 in Ozark.
  - 250.
  251. From a junction with Alabama 3 (US 31) in Athens northerly to end at the junction with Alabama 53 in Ardmore.
  - 252.
  253. From a junction with Alabama 118 and Alabama 171 (US 78 and US 43) in Winfield northerly via Twin, Pearces Mills, and Brinn to end at the junction with Alabama 172 in Hackleburg.
  - 254.
  255. From Redstone Arsenal Gate 9, approximately 660 meters south of FAI 565 northerly to end at the junction with Alabama 53 in Huntsville.
  - 256.
  257. From a junction with Alabama 195 at Five Points north of Jasper northerly via Curry to end at the Winston-Walker county line.
  - 258.
  259. From a junction with Alabama 9 in Equality northeasterly to end at the junction with Alabama 22 in Alexander City.
  - 260.
  261. From a junction with Shelby County Road 17 in Helena northeasterly to end at the junction with Alabama 3 (US 31) south of the Jefferson county line.
  - 262.
  263. From a junction with Alabama 185 northwest of Greenville northwesterly to end at the junction with Alabama 21 near Braggs.
  - 264.
  265. From a junction with Alabama 21 and Alabama 47 in Beatrice northerly via Chestnut and Fatama to end at the junction with Alabama 28 and Alabama 41 in Camden.
  - 266.
  267. From a junction with Alabama 147 in Auburn northerly to end at another junction with Alabama 147 near the northwest city limits of Auburn.
  - 268.
  269. From a junction with Avenue "V" and 20th Street in Ensley along 20th Street to Avenue "B" thence north across the Ensley viaduct via Mulga, Birmingham, Powhatan, Copeland Ferry Bridge, and Parrish to end at the junction with Alabama 69 in Jasper.
  - 270.
  271. From a junction with Alabama 6 and Alabama 53 (US 82 and US 231) in southeast Montgomery northeasterly to end at a point approximately 0.50 mile north of FAI 85 in Montgomery at AUM.
  - 272.
  273. From a junction with Alabama 68 near Leesburg northeasterly to end at the junction with Alabama 35 near Blanche.
  - 274.
  275. From a junction with Alabama 21 in Talladega northerly to end at the junction with Alabama 77 in Talladega.
  - 276.
  277. From the junction of Alabama 2 (US 72) near Stevenson northeasterly to end at the junction of Alabama 2 (US 72) near Bridgeport in Jackson County.
  278. *US Route No.--not used.*

- 279. From a junction with Alabama 79 south of Scottsboro northeasterly to end at the junction with Alabama 2 (US 72) in Hollywood.
- 280. US Route No.--not used.
- 281. From a junction with Forest Development Road 600 (FH route 22) at Campbell Springs Road in the Talladega National Forest northeasterly via Cheaha State Park and Five Points to end at the junction with Alabama 4 (US 78) west of Heflin.
- 282.
- 283. (US 411 part) From a junction with Alabama 25 in Centre northeast along Cedar Bluff Road to a junction with Alabama 68 (Centre By-pass), thence southeasterly along Centre By-pass to end at the junction with Alabama 25 southeast of Centre.
- 284.
- 285. From Lakepoint Resort State Park northerly to end at the junction with Alabama 165 in Eufaula.
- 286.
- 287. From a junction with Alabama 3 (US 31) at Courthouse Square in Bay Minette, north along Hand Avenue to a junction with Alabama 59 in Bay Minette, thence northeasterly to end at the junction with FAI 65.
- 288.
- 289. From a junction with Alabama 5 and Alabama 183 in Marion northerly to end at the junction with Alabama 14 in Marion.
- 290.
- 291. From a junction with Alabama 759 in Gadsden northerly along portions of George Wallace Drive and Hood Avenue to end at the junction with Alabama 1 and Alabama 74 (US 431 and US 278) in Gadsden.
- 292.
- 293. From the junction of Alabama 110 east of the Montgomery Outer Loop (Alabama 108) northerly to end at the junction of Alabama 8 (US 80).
- 295. From the junction of Alabama 13 (US 43) point near the south city limits of Grove Hill to a point near the north city limits of Grove Hill.
- 297. Proposed Tuscaloosa Bypass from the junction of Interstate 20 on the east side of Tuscaloosa northwesterly to end at the junction of Alabama 6 (US 82) on the west side of Tuscaloosa. The portion open to traffic at this time, extends from Jack Warner Parkway across the "Paul "Bear" Bryant" bridge to Rice Mine Road (CR 30) in Tuscaloosa.
- 299. From the junction of Alabama 12 (US 84) east of Babbie(Under Construction), to the junction of Alabama 9 (Alt. US 331) south of the city of Opp, thence along the Opp Bypass to end at junction of Alabama 9 (Alt. US 331) north of the city of Opp.
- 604. From the junction of Alabama 147 / 267 in Auburn easterly to end at the east city limits of Auburn.
- 759. From a junction with FAI 759 and Alabama 25 (US 411) in Gadsden easterly, thence northerly to end at the junction with Alabama 291.

<b><u>Term</u></b>	<b><u>Governor</u></b>	<b><u>Highway Commission Chairman</u></b>
1911-1915	Emmet O'Neal	Robert E. Spragins
1915-1919	Charles Henderson	Robert E. Spragins
1919-1923	Thomas E. Kilby	John Craft (1919)
		John A. Rogers (1919-1923)
1923-1927	William W. Brandon	John A. Rogers

<b><u>Term</u></b>	<b><u>Governor</u></b>	<b><u>Highway Director</u></b>
1927-1931	Bibb Graves	Woolsey Fennell
1931-1935	Benjamin M. Miller	Langdon G. Smith
1935-1939	Bibb Graves	Gaston Scott
1939-1943	Frank M. Dixon	Chris J. Sherlock (1939-1942)
		W. Guerry Pruett (1942-1943)
1943-1947	Chauncey M. Sparks	G. R. Swift (1943-1945)
		E. N. Rodgers (1945-1947)
1947-1951	James E. Folsom	Ward W. McFarland
1951-1955	Gordon Persons	W. Guerry Pruett
1955-1959	James E. Folsom	Herman L. Nelson
1959-1963	John Patterson	Sam Engelhardt
1963-1967	George C. Wallace	E. N. Rodgers (1963-1964)
		Herman L. Nelson (1964-1967)
1967-1968	Lurleen B. Wallace	Herman L. Nelson
1968-1971	Albert P. Brewer	Robert G. Kendall (1968-1969)
		Marion H. Wilkins (1969-1971)
1971-1975	George C. Wallace	W. Guerry Pruett (1971-1972)
		Ray D. Bass (1972-1975)
1975-1979	George C. Wallace	Ray D. Bass (1975-1978)
		Dan H. Turner (1978-1979)
1979-1983	Forrest "Fob" James, Jr.	Rex K. Rainer (1979-1980)
		Bobby J. Kemp (1980-1983)
1983-1987	George C. Wallace	Ray D. Bass
1987-1991	Guy Hunt	Royce G. King
1991-1993	Guy Hunt	Perry A. Hand (1991-1993)
		G. M. Roberts (1993)

<b><u>Term</u></b>	<b><u>Governor</u></b>	<b><u>Transportation Director</u></b>
1993-1995	James E. Folsom, Jr.	G. M. Roberts
1995-1999	Forrest "Fob" James, Jr.	Jimmy Butts
1999-2003	Don Siegelman	G. M. Roberts (1999-2001)
		Paul E. Bowlin (2001-2003)
2003- present	Bob Riley	Joe McInnes (2003-present)

